CYCLE NEWS®

WEST
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Test: Honda CR500R

Syracuse Mile: Springsteen wins!

Trans-Cal Motocross: Kehoe, Surratt, Simons sweep opener

Plus: Italian World Championship GP road race; World Speedway Championship Final; Millville Hare Scrambles; CMC Four-Stroke MX Championships; IDBA Drag Racing; dirt track racing in Texas; new products; local racing and much more!

America's weekly motorcycle newspaper

The Latest POOP

BY PAPA WEALEY

The American team consisting of David Bailey, Jeff Ward and Ron Lechien won the September 8 Motocross des Nations in Gailsdorf, West Germany. Honda-mounted Bailey rode in the 500cc class, Kawasaki-mounted Ward in the 250cc division, and Honda-mounted Lechien in the 125cc class. All competed together in three 30-minute motos. Bailey logged 2-4-6 finishes, Ward 5-3-3, and Lechien 12-5-4 for the winning low-point total of 7, topping Holland's 12, and West Germany's 22. Brit Dave Thorpe (Hon) was the top rider in the event, winning the first and third moto and finishing second in the second moto. Belgium's Erik Geboers suffered a broken ankle in practice on Saturday, leaving the Belgian team to compete with two riders as no alternate rider was on hand.

Freddie Spencer, the newly crowned 250 and 500cc road racing World Champion, crashed at Honda's Suzuka Circuit in Japan during a testing session of machinery to be used in next year's title defense. Spencer sustained a twisted and banged-up right knee, pulled tendons in his left ankle, and assorted cuts and bruises in the Friday, September 6, crash. According to his secretary, Spencer was due to arrive at his Shreveport, Louisiana home late Monday, September 9.

Cycle Tune Racing's Dennis Smith, Malcolm Hill, Kevin Clark, Nick Ianatsch, Lance Woolery and Doug Toland covered 2017.5 miles on a Yamaha FZ750 to win the WERA 24-Hours West at Willow Springs Raceway on September 7-8. Two-time National Endurance Champion Team Hammer's Toland joined Cycle Tune and rode seven of the remaining 18 hours after Team Hammer crashed twice, the first time while leading by seven laps during the fourth hour; Team Hammer retired after a second crash in the sixth hour damaged their bike too seriously. With Team Hammer out, Cycle Tech Racing romped to a 20-lap lead before retiring with a thrown connecting rod during the 17th hour. Team Performance Machine and their Ninja 900 finished second with Crossroads Racing and their stock FJ600 Yamaha third. Full coverage next week.

The U.S. will be represented in the September 29 Trial des Nations in Canzo, Italy, by Beta riders Morgan Kavanaugh and Kipp Webb. Fantic-mounted Mark Manniko, the AMA/NATC National Championship Observed Trials High School Champion, and Ryan Young round out the four-rider team in the multinational competition.

The AMA's professional racing division has announced a major revamp of the Camel Pro Series. Beginning in 1986, AMA dirt track and road race competitors will compete in separate championship series, each with sponsorship from R.J. Reynolds Tobacco Co. "Camel Pro racing surpasses any motorized dirt track racing in America for spectator attendance and competitiveness," said AMA director of professional competition Bill Amick. "But the potential of American road racing has been somewhat limited because of its ties to dirt track racing. It's difficult for a road racer to gain adequate recognition because road race events have always been greatly outnumbered by dirt tracks. A rider could win every road race and still not finish in the top five of the overall Camel Pro standings." Although two separate series will be run, Amick stressed that rider crossover between dirt track and road race events will still be welcomed and encouraged. Details of sponsorship and point funds will be announced for both series at the September 30 AMA Camel Pro Awards Banquet in Sacramento, California.

Along with the announcement of the two separate series, came word that the Camel Pro Series Road Race Championship in 1986 will award AMA National points in both the Formula One and Superbike divisions. AMA plans to conduct 10 Camel Pro Series road race Nationals in 1986. "Formula One racing is America's strongest tie with the International Grands Prix, and will continue as a premier AMA road racing division in 1986," said Amick. "At the same time, Superbike racing is attracting widespread interest among manufacturers and rounds out an attractive National package in conjunction with Formula One racing." At National events including both Formula One and Superbike features, points will be paid in both divisions. However, riders competing in both events will be awarded points only for their better finish of the weekend.

The International Six-day Enduro (ISDE) begins September 30; the six riders representing the U.S. Trophy Team are Can-Am's John Martin (250cc) and Geoff Ballard (Open), Kawasaki's Jeff Fredette (KDX 200, 250cc class), Husqvarna's Dave Bertram (430cc Auto), Larry Roeseler (510cc 4-stroke) and Brian Mull (125cc). The four-rider Junior World Team consists of three Husqvarna 250cc riders: Randy Hawkins, Jeff Russell and Fred Hoess. Ron Naylor will ride a CR500 Honda. Alternates for the Trophy Team include John Haaker, Drew Smith, Fritz Cadlec and Dave Miller. Billy Fulmer Jr. will compete in the 4-stroke class on a XR350 Honda.

American Honda Motor Co. will import 50 RTL250 trials bikes into the U.S. The bikes, expected to arrive around October 15, will be available through Honda dealers and will be sold to qualified riders, who must produce a resume and $3400 for one of the machines. More information is available from Honda dealers.

Camel Pro Series competitor Dave Hebb collected two titles in the Santa Fe Speedway Short Track and TT Series at the Hinsdale, Illinois, track. Hebb's second place in the final TT round earned him the TT title after clinching the short track crown earlier. Hebb rides for Tom's Repair Service and Consumer's Marathon of Norris, Illinois, his hometown.

The ARA desert race to be held on September 15 will feature special classes for four-strokes. Four classes starting at 0-125cc and winding up with 251cc-Open bikes will be run.

Entries for the 1985 Coors Barstow-to-Vegas Hare and Hound and a 100-rider waiting list are now filled, and the transfer of entries must be through District 37 only. For more information call 213/438-4435.

Lisa Piattoni is representing Scott USA during most of the CMC Trans-Cal MX Series while Bevo Forte is in Europe for the Trophy des Nations.

The American Motorcyclist Association will kick off a yearlong motorcycle centennial celebration on November 10, 100 years to the day after the first motorcycle was test ridden. The AMA's centennial activities will be aimed at raising funds for the American Motorcycle Heritage Foundation, which plans to create a national motorcycle museum, archives, and Hall of Fame. It was on November 10, 1885, that a single-track vehicle, powered by an internal-combustion engine designed by Gottlieb Daimler, was ridden a little over seven miles from Canstatt to Unterturkheim, Germany. Daimler's vehicle is universally acknowledged as the world's first motorcycle, predating the first automobile—also by Daimler—by several years.

The AMA's centennial kickoff will include a series of fund-raising events called Centennial Classics hosted by AMA clubs throughout America on the weekend of November 9-10. In addition, the AMA will host a gala banquet for the motorcycle industry in Anaheim, California, on the evening of November 10. The banquet will be co-sponsored by the Motorcycle Industry Council and the Motorcycle Safety Foundation. For more information on AMA-sanctioned Centennial Classics or the Anaheim banquet, contact AMA President Ed Youngblood, P.O. Box 6114, Westerville, OH 43081.

The September 29 round of the Florida Gold Cup MX Series in West Palm Beach has been canceled.

North American version of Paris-Dakar Rally announced

By Jim Wolcott

LONG BEACH, CA, SEPT. 3

The Trans-Americas Rally, a 9000-mile event running from Mexico City, Mexico, to Prudhoe Bay, Alaska, has been scheduled to run August 1-31, 1986. Organized by a British corporation, the Trans-Americas Rally is designed to be similar to the famous Paris-Dakar rally, with daily stages averaging 300 miles. Unlike the Paris-Dakar rally (conducted in the deserts of North Africa), the terrain will include high-altitude passes, difficult trails and water crossings.

Also unlike the Paris-Dakar, the entry is closed: each country has been invited to field a team of three amateur riders (riders holding an FIM/ISDE racing license are ineligible). Those three riders will be chosen by the staff of a domestic motorcycle magazine — the magazine designated to choose the U.S. team has been selected, but not yet officially announced. All expenses will be paid for the rally participants, and a caravan of motorhomes (one per team) will be supplied for team support. In addition to the international teams, each motorcycle manufacturer will be eligible to field its own four-member team.

Lynn Wineland is the U.S. executive of the Trans-Americas Rally, and is helping with the international organization and logistics for the event. According to Wineland: "It's a people event rather than a motorcycle event; there are a lot of talented riders out there with mechanical ability, and mechanical ability will mean a lot. We wanted to give the event an amateur status: we're not using heroes, we're making them. The course will include all types of terrain, and will include special tests along the way."

The rally is scheduled to start in Mexico City, run west to Puerto Vallarta, transfer by ferry to Cabo San Lucas, north through Baja, California and into the United States at Mexicali. At the border, the route runs north to San Bernardino, California, northeast to Colorado Springs, Colorado, west to Portland, Oregon, and into Canada at Vancouver, British Columbia. The exact route through Canada has not been announced, but the tentative destination is Prudhoe Bay, Alaska — depending on whether supply problems on the Alaska pipeline haul-road north of Fairbanks can be solved.

At this point, 24 nations have confirmed that they will participate in the rally; the promoters are hoping for a total of 33 nations. Wineland went on to say that a camera crew will document the event, and that a documentary will be translated into a number of languages for both television and home-video. Though the final decision as to who will ride for the U.S. team will be made by the as-yet unnamed magazine, the promoters are seeking input on which riders should be considered for the effort. For further information contact Lynn Wineland at Target Motorsports, 9911 Central Road, Apple Valley, CA 92308. 619/247-4327.

Gary Scott's 11th place finish in the Syracuse Mile National may be the last National ride for the 14-year AMA Grand National Championship veteran and 1975 Camel Pro Series title holder. "If I can get a ride for either the San Jose or Sacramento Mile Nationals on good equipment, then I'll be there," said Scott at Syracuse. "I won't be trucking my bikes out there. I'll keep my license next year, but the only time I'll be riding is to sort out equipment for those riders KK Motorcycle Supply will be backing." Scott said he has a job offer from longtime sponsor J.R. Kelley to go to work at KK at any time.

The tally of Jay Springsteen's 40 Camel Pro Series National victories breaks down thusly: 19 half mile wins, 13 mile wins and four each in short track and TT Nationals. Springsteen's first National win came on June 7, 1975 in the Louisville Half Mile National.

The International Drag Bike Association's World Finals will be held at Lassiter Mountain Raceway in Birmingham, Alabama, on November 10-11 instead of the previously announced October 12-13 date at Mississippi's Gulfport International Raceway. There will be an awards banquet following the World Finals.

WD-40 is currently holding a contest with prizes including an all expense trip to San Diego for two in which the winners will appear in a photo session for a new WD-40 ad. The models will earn $2500 and will appear in a WD-40 print advertisement. Entrants should send a description of how WD-40 solves problems for them along with a WD-40 proof-of-purchase. For more information write to WD-40 at P.O. Box 80607, San Diego, CA 92138-9021.

At the October 4-6 MRA Yamaha Grand Prix at Second Creek Raceway in Denver, Colorado there will be a Wes Cooley Benefit rider school on Friday, October 4. Instructors will include Cooley, Fred Merkel, Sam McDonald and Rick Orlando. For more information contact Bob Brownell at Roaring Fork Productions 303/443-8668.

The AMA, through R.J. Reynolds, the sponsors of the Camel Pro Series, unveiled a new computer scoring system at Brainerd. The Spectrum Digital Systems system will be given a second run-through during the October Pro-Am road races at Daytona in preparation for full time use during the 1986 season.

To comment on network television programs, write to ABC, 7 W. 66th St., New York, NY 10023; CBS, 51 W. 52nd St., New York, NY 10019; NBC, 30 Rockefeller Plaza, New York, NY 10027; PBS, 475 L'Enfant Plaza S.W., Washington, DC 20024. •

MOTORCYCLE INDUSTRY CHANGES

Moved Burroughs and Associates Advertising, to 631 2nd Ave. South, First Floor, Nashville, TN 37210, 615/255-2962.

Married Jim Wolcott, Associate Editor of *Cycle News*, to Roberta Job on September 9 in Scharding, Austria; Wolcott is currently in Europe testing the new BMW K75C.

Recalled Michelin 120/80-16 Hi-Sport racing tires, due to sidewall failures causing loss of air; other sizes of Hi-Sports which currently dominate production racing, are not affected.

Moved Abaddon Products Co. Inc., the manufacturer of the NJL fiberglass helmet line, to a new facility on September 10; production of helmets will be at full capacity around October 1. •

THE NATIONAL PAPERS

By Roxy Rockwood

We have lost one of my favorite riders and my only regret is that I never told him so — at least in public. Dale Singleton was killed in a plane crash over the Labor Day weekend returning from watching a stock car race.

True, he was not a big winner on the track, winning four National road races between 1978-81. He quit cycle racing in 1982 to try his hand at stock car racing.

He was a born comedian and press agent's dream. One would think that he was born with a smile and a firm handshake. Dale was one of the few riders who always had time to stop and talk with anybody at any time at any place. He created "Elmer" for a mascot for the 1979 Daytona event. Elmer was a baby pig. He always claimed that he could talk to Elmer and the pig would understand. I have several reasons to believe that it was not totally untrue. But then Dale had a way of making one believe just about anything. He was that kind of person.

I am glad that Dale and his series of baby pigs made three appearances at my talk show in Daytona over the years. They made people laugh and enjoy themselves. I am glad that in addition to the pigs he also created his own band one year and wrote a song about Elmer. The talk show fans loved it enough to demand three encores.

The most exciting winner's circle I have ever attended was when Dale won the '79 Daytona 200. In victory lane was his crew, his pig, his girlfriend and hundreds of Singleton fans whooping it up with the old Rebel yell.

They nicknamed him "The Pig Farmer" and I doubt if he was ever on a pig farm for more than just picking up another new Elmer. But Dale went along with it and in fact encouraged the nickname.

He was one of a handful of quick-witted racers I have known. One year I just handed him the microphone and turned him loose. He had the crowd in stitches for close to an hour.

What kind of guy was Dale Singleton off the track? When he lost in 1980 he took the defeat hard, but took the time to come to the talk show and congratulate the winner. He did it again in 1982, after winning for the second time in '81.

He was a promoter. Who else could live in the far corner of Georgia and find sponsorship in Maryland and far-off Belgium?

Unfortunately, many cycle fans only get to see a racer down on the track and hear what he has to say from afar. A very few of us had the privilege of seeing and hearing Dale up close on a few occasions.

Dale is gone now, far sooner than he should have. When I think of him I always remember the smile, the wit, the pig, the song and many more unique things about him that are too numerous to mention.

* * * * * * * * * *

Chandler edges Shobert for TT title

All four rounds of the TT Steeplechase series have been completed on the Camel Pro Series National dirt track circuit. As usual, the TTs proved to be exciting as four different riders won the events. But some familiar faces were missing this time.

Doug Chandler edged Bubba Shobert by the narrowest of margins in TT points, one point. Shobert lost the overall Grand National title last year, by one point. Chandler was one of the four different winners, picking up his big one at Santa Fe Park in Chicago. Shobert was a first-time-ever TT winner last spring at Ascot Park in Gardena.

Scotty Parker gave Harley-Davidson their first win this season, taking the opening round at the Astrodome in Houston. Ricky Graham cast aside all of his recent injuries and nipped teammate Shobert in the final TT of the year at Peoria.

The Peoria finish was very controversial due to the fact that no white flag was displayed and two rail-bird veteran scorers had the race going one lap too many. Graham now has won there back-to-back in both 1984-'85.

This is the first time young Chandler has won a title of any kind since he took Rookie of the Year honors two seasons ago.

Only seven riders qualified and scored points in all four TT finals. Perhaps for the first time ever, four-time TT winner Jay Springsteen failed to score a single point in this category. His former teammate, Randy Goss, a two-time National winner in this class, fared slightly better. Randy scored points in only one of the four events.

Rookie Chris Carr led all other first-year Experts in TT racing, scoring in three of the four events and gaining a third place spot in the winner's circle in the finale at Peoria after leading the first 13 laps of the race.

Final TT Steeplechase standings

1.	Doug Chandler*	Hon	55
2.	Bubba Shobert *	Hon	54
3.	Scotty Parker *	H-D	42
4.	Scott Pearson *	Hon	41
5.	Ronnie Jones *	Hon	39
6.	Ricky Graham *	Hon	33
7.	Steve Eklund *	W-R	32
8.	Chris Carr	W-R	27
9.	Alex Jorgensen *	W-R	25
10.	Randy Green	Hon	21

*Denotes rider has won one or more National TT events. •

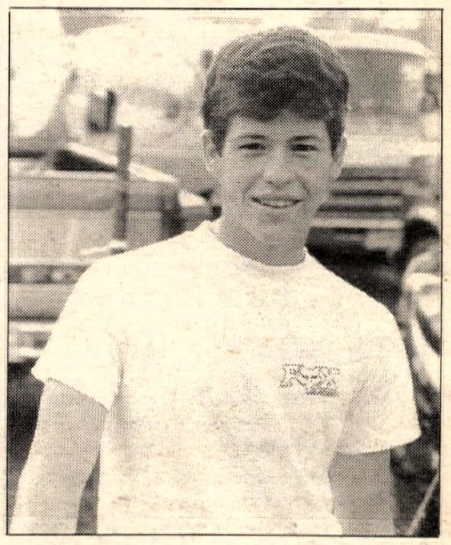
RISK

By John Ulrich

Two weeks ago I wrote in this column about how Kevin Schwantz vaulted from riding a stock Yamaha FJ600 in 1984 WERA National Endurance Series races to piloting a Yoshimura Suzuki Superbike in 1985; he's won three AMA Superbike races so far this year; he's signed a two-year contract with U.S. Suzuki Motor Corp. and a three-year contract with Arai Helmets. By anybody's yardstick, Kevin Schwantz is on his way to Superbike stardom. I also promised to stick my neck out and write about two more young riders with superstar potential.

No sooner had the ink dried on that particular issue than I got a call from Udo Geitl, Team Honda's road racing manager, recommending that I write about 17-year-old John Kocinski of North Little Rock, Arkansas. Geitl explained that he had been watching Kocinski for three years, had already given him a Superbike tryout at Willow Springs, and planned to put him on a works Superbike at the Daytona Pro-Am in October.

Geitl's call was somewhat of a relief; when I first wrote about Schwantz last year, several riders I didn't write about were angy; one demanded that I stop ruining his career by recommending other riders. At least if Kocinski gets a factory Honda ride, nobody can say it's my fault.



John Kocinski

Because Kocinski was one of the two pilots I had in mind to write about. He's good. He's young. He learns fast. And he's been racing for a long time.

I'll admit that I don't know exactly what to think about him; the way I heard it, last year young Kocinski often expressed the opinion that he'd blow away Schwantz at this WERA race or that WERA race, and it never happened. I first met Kocinski in person immediately after Schwantz won his first Superbike race at Willow Springs, beating Fred Merkel and Wes Cooley. Kocinski introduced himself in the pits, and asked me "Are you really sold on Kevin Schwantz?"

Kocinski's Honda tryout was the day before that Superbike race at Willow; afterwards he said that he would ride a works Honda in 1986 and be paid $80,000 to do so. (Geitl says Honda doesn't have a deal with Kocinski as of this writing.) Kocinski also predicted that he'd beat Schwantz.

And right after my first column on Schwantz last year, I got a letter from Kocinski, explaining his view of his abilities and signed "Future World Champion." It turned out later that Kocinski had sent the same letter to other motorcycle journalists as well, sort of a mass-mailing declaration of intent.

I'm not sure that Freddie Spencer or Eddie Lawson should be concerned yet, but maybe Kocinski's got something there. •

Next week: John Kocinski on the track.

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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: The 1985 Honda CR500R is more than just water-cooled — it's hot! See page 16 for complete test. Photo by Kim W. Palmer.

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voices

Against BLM cooperation

I saw Dave Holeman's letter (*Cycle News*, August 28) and I feel Dave has covered most of the bases and I agree with him 100%. It's sad when someone who is somewhat inactive in the district at this time has such good insight into our problem, while people close don't seem to see it clearly.

The BLM will push us as far as they can to make it tough to race desert. The next move will be to increase our entry fees to $50 a race, since we pay $60 to race B-to-V.

If you have doubts about the intent of the BLM, ask the Phantom Duck of the Desert. *If* we do anything for the BLM, it should only be in trade for more riding area.

TOM WEBB
AMA 165870
Van Nuys, CA

Webb is Editorial Director of Dirt Bike magazine . . . Editor.

German motocross exchange

I have two German friends who race motocross and would like to visit southern California next year to see a supercross race. They both speak very good English and would like to stay with a family in southern California who would show them around a little and take them to a supercross race.

In return they will offer their home to you, a chance to see Europe and a Grand Prix motocross. They are very polite and likable young men. If anyone is interested please write to my military address.

EDD PRICE
Box 2502
APO NY 09057

Street Crash

I was somewhat miffed over the letter printed in *Cycle News*, August 21, from John Wyckoff regarding his opinions on how members of the motorcycle industry in advertising and publishing, and I assume myself in particular, had hurt the image of the industry by "using the highway as a race track" because of accidents some of us were involved in during the SCPBRA motorcycle industry ride to Laguna Seca. To base his letter on a brief item in Latest Poop that only stated I had crashed during the trip without explanation as to the cause, and no evidence from other sources that I know had knowledge of the accident, was quite irresponsible and certainly without the integrity I know the majority of journalists in our industry do have.

There is no reason for me to play anti-social outlaw as Wyckoff implies, because had he checked he would have discovered that I have raced AMA Pro for years and presently road race a 750cc Suzuki Superbike in three classes per weekend in ARRA competition at Willow Springs. My crash on the ride to Laguna Seca was my first street bike crash ever, it happened while riding cautiously at safe posted speeds, and though I have no memory of the accident itself because of a head injury received in the crash, it was probably caused by a lapse in concentration which was caused by the long trip at less-than-challenging speeds. I would like to thank the many people on the ride who came to my aid and assistance after the accident and provided support during my time in the hospital. I am now back at work and at 100% again.

JIM GIANATSIS
Gianatsis Design Associates
Canoga, Park, CA

ESPN and the media

Two separate items got my attention over the past week, one offering positive connotations, the other leaving me with quite a negative attitude.

It was great to see timely supercross coverage back on ESPN. The August 17 Rose Bowl Supercross was telecast on Thursday, August 22. ESPN sports coverage is a great asset to every event that receives air time, and I believe supercross will see a big increase in popularity if it gets ongoing coverage.

The announcers for the show, Steve Grad and David Stanfield, were aptly assisted by Danny LaPorte. Grad and Stanfield delivered a "supercharged" documentary of the sport — at times I felt like I was listening to someone call down the 12th round knockout of a prize fighter. It seems that at times these announcers were uninformed about what was actually happening. I'm hoping that these rough spots will be smoothed over in future telecasts.

Now for the bad news: I saw an article entitled, "Motorized Mayhem" in the Greensboro News & Record on August 22. It deals with the CPSC's annual report on ATVs. Just remember: the CPSC's anti-ATV material goes everywhere, to all the wire services, newspapers, TV stations, etc. We, as concerned motorcycle and ATV users, aren't the only ones who receive Statler's statements, so beware . . .

TOM MUELLER
Greensboro, NC

Trailer trouble

On February 16 at the Motorcycle Show in Chicago, I purchased a three-motorcycle trailer from Terry L. Welker of Welker Trailers, Inc., 1639 E. Pioneer Drive, Irving, Texas 75061. Their telephone number is 214/438-3085. I paid $983 by check. The trailer was to be delivered by late April or early May.

When it did not arrive in late April, I called and was told delivery would be a little late. During early June, I called four times and got an answering service each time. Even though I left my name and number each time, my calls were not returned.

Finally, in desperation, I sent a registered letter stating that I wanted the trailer or my money, and if I did not hear from them by the end of June, I would take appropriate steps to regain my money.

In late June, they called and said hat they were negotiating a sale of the trailer company and that I would receive a refund by late July.

When no refund came, I called again and the number had been disconnected. Can any of your readers help me? My telephone number is 309/685-8066.

H. KEITH THOMPSON
Peoria, IL

24-Hour thanks

Team Speed Boys would like to thank everybody who helped us in our recent victory at the 24-Hours of Nelson Ledges road race. We especially want to thank David Graham of Parts Unlimited and Metzeler Tires for their support and superior products. We also would like to thank Spectro Oils and Koni America for their support in providing excellent lubricants and shocks.

In addition, we wish to thank all the competitors in the endurance series and particularly Cycle Tech Racing for being such professional sportsmen.

Recognition for an outstanding job goes to Steve Schlotterbeck, pit captain and driving force behind the Speed Boys, and to all our scorers and pit crew members who work so hard for the team.

As I write this letter I'm just starting to realize what a fantastic weekend we had, but the best "high" came from seeing Wes Cooley and his family walking around the pits at Nelson Ledges.

BOB FRANK
Team Speed Boys
New Holland, PA

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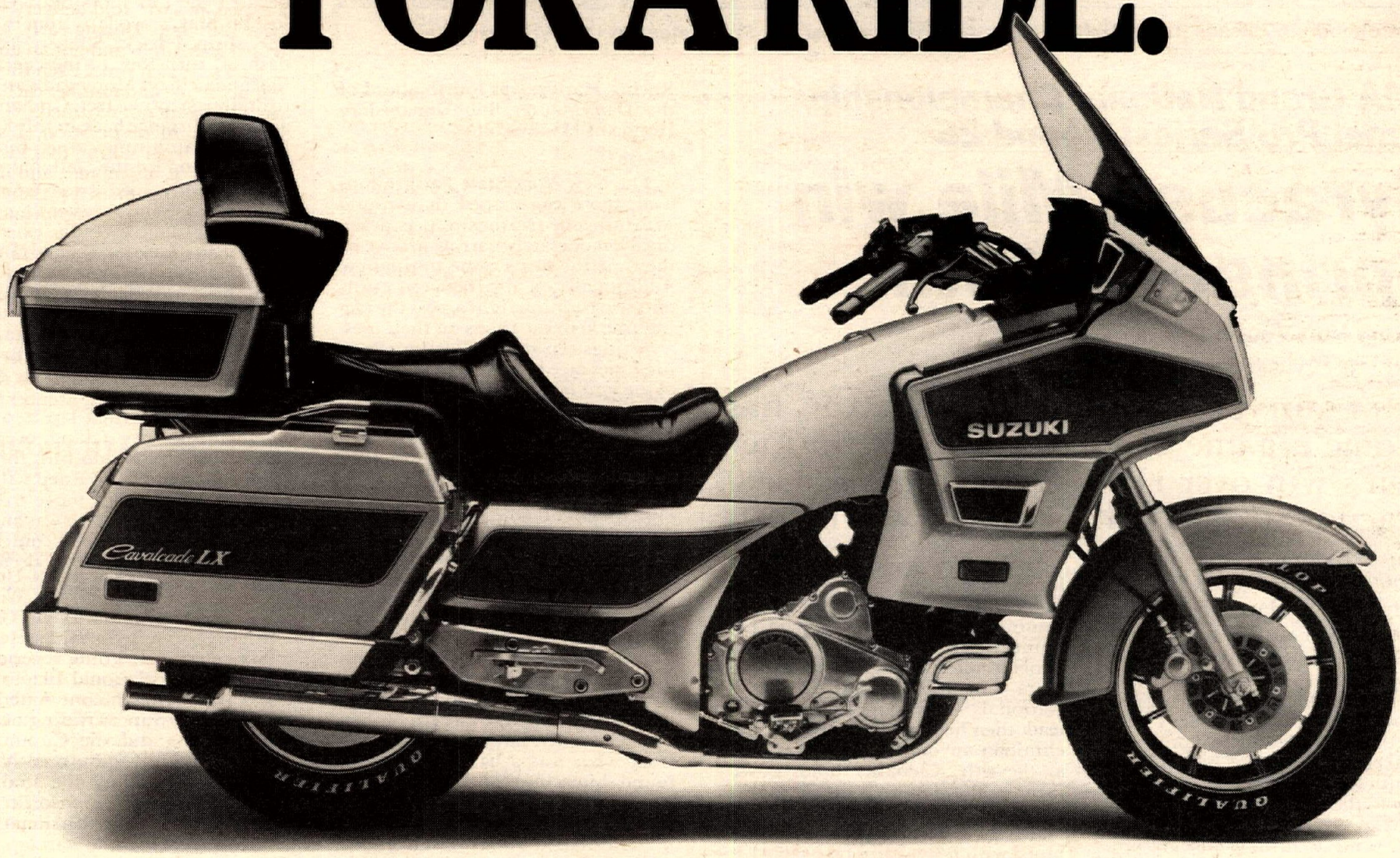
TAKE US FOR A RIDE, THEN TAKE US FOR A RIDE.



While you're taking in the sights at Aspencade West in Hot Springs, Arkansas this year, we'll make it worth your while to see us. How? By letting you take the ride of your life on a brand new Suzuki GV1400 Cavalcade...free.

It's happening at the Demo Ride Tent in the Holiday Inn parking lot October 2nd through the 5th. And when you're through, you can take us for a limited edition Cavalcade pin just for the asking.

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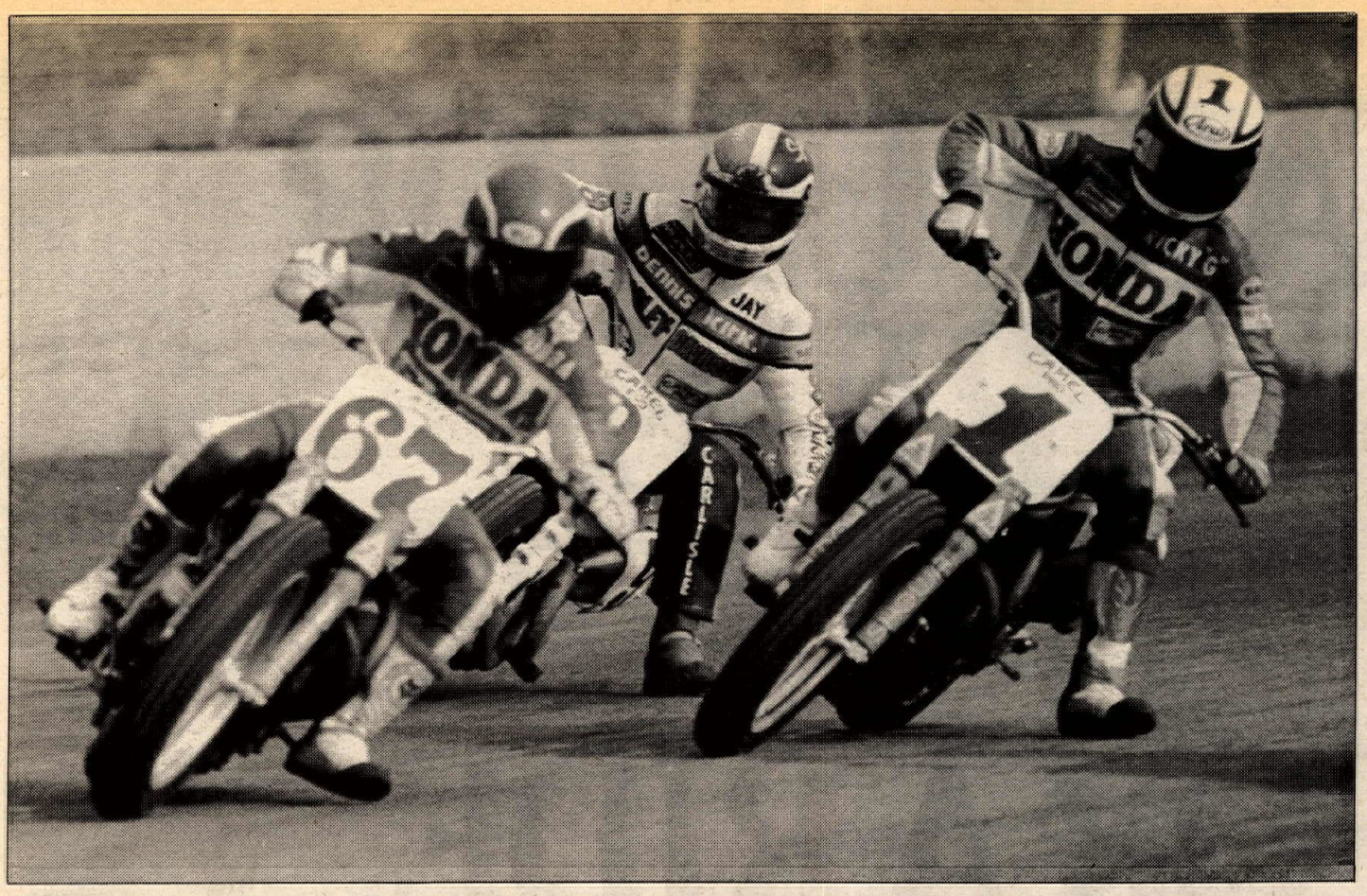


Bubba Shobert (67) leads Ricky Graham (1) and eventual winner Jay Springsteen at the Syracuse Mile.

Springsteen's win was his 40th in Camel Pro Series competition.

AMA Grand National Championship/ Camel Pro Series: Round 26

Syracuse Mile win Springer's 40th

By Gary Van Voorhis

SYRACUSE, NY, SEPT. 8

Victory in mile Nationals this year has become a game of inches and Jay Springsteen's win over Hank Scott in the $33,000 Syracuse Stroh's Mile National was no different. The margin of victory over Scott was about six inches in a full-tilt 25 laps of racing Harley-Davidson's Springsteen which saw upwards of 30 lead changes among the four riders and a pack of seven running for the lead during the mid-portion of the National. Third in the titanic battle and no more than one bikelength back was Bubba Shobert with Ricky Graham leading Ted Boody to the finish to round out the top five.

For Springsteen, the victory marked his 40th in Camel Pro Series competition during an 11-year career and the 13th mile National win for the former three-time Grand National Champion. Hank Scott, who has won more Nationals (17) than any rider who has never held the National title and with 12 mile wins to his credit, showed he is riding with renewed vigor and wants a 13th mile win and more to add to his tally. Shobert, the third rider in winner's circle, made it a trivia buff's delight as the three hold a combined 73 National wins among them with 38 of those on the mighty mile.

Harley-Davidson's Springsteen was as excited, or more so, than when he took his first National win on the orange and black Milwaukee marque back in 1975 at Louisville. Scott, Shobert, Graham and Boody were all mounted on Honda RS750s with Scott and Boody on privateer entries.

Shobert's third place finish moved him into position to clinch his first Camel Pro Series title at San Jose this coming weekend. Shobert, with 236 points, leads Boody at 200. Should Shobert collect enough points to head from San Jose to the final two Nationals 40 or more points in the lead, then he would mathematically eliminate anyone from having a shot at the title. Chandler holds down third in the standings at 174 points with Scott Parker fourth at 162.

A light rain in the morning combined with heavy rains on Friday left the New York State Fairgrounds mile oval saturated and it took until nearly 2 p.m. before practice started. The National took the green light at 6:12 p.m. and the Junior Championship round, which followed a Novice Invitational race, was flagged into the books at 7:40.

Time trials

Rodney Farris, one of the final riders out in the entry of 55 riders looking for a spot in the 48-bike program, turned in a 98.052 mph lap at 36.715 seconds to top the field. Farris' pace on the Johnny Goad-tuned, Gerald Williams-owned Harley was a full half-second off the track record held by Gary Scott of 99.413/36.207. Scott Parker put his Bill Werner-tuned Harley team mount in at second fastest ahead of the Tex Peel-built XR of Steve Morehead. Don Estep, replacing Terry Poovey on the Gardner Racing Harley, was fourth ahead of the Dan Maurer/Bob Donabedian Honda of Hank Scott.

Heats

The New York State Fairgrounds oval, more egg-shaped than round with turns one-two the sweepers, developed a moderately narrow groove by the time the heats came to the line. Additionally, a dip between turns one-two running right across the racing line kept the riders on their toes.

Springsteen and GF Racing's Ronnie Jones diced for the lead in the first of the four heats, transferring the top three to the National. By the end of three laps, Jones and Springsteen had Steve Burkholder, Scott Pearson and Farris for close company. Farris, on drives off turn two on successive laps, moved into the lead on lap six as Jones slipped backward. Freddie Spencer/SuperTrapp Racing's Doug Chandler, after a bad start, moved to third on lap seven over Burkholder.

It appeared the Springsteen/Farris duel would go right to the finish line for a decision, but Farris slowed suddenly as they took the white flag to start the 10th and final lap and coasted to the side of the track with a broken cam. Chandler, having broken away from what was a battle for fourth, found himself second while Jones edged Burkholder and Pearson at the flag for third.

"The bike was really fast until the engine problem," said Farris. "We had a chance to do really good."

Heat two saw Tommy Maitland, on the Tex Peel Racing Harley, lose his lead to Jimmy Filice as the field began lap five. Filice, riding a Freddie Spencer/SuperTrapp Racing Honda after tuner-sponsor Eddie Adkin withdrew the Bayland Racing Harley for the rest of the season, was joined up front by Parker on lap seven. The two inched away from the third place battle of Randy Goss, Gary Scott and Maitland.

Maitland moved to third on lap nine and followed Filice past Parker as they charged into turn one on the last lap. Parker took second heading into turn three and then edged by Filice at the finish for the win as the three crossed the line nearly side-by-side.

Shobert and Morehead played a pass-repass game up front in the opening laps of heat three before being joined by the Harley of Gardner-Griswold-Board Racing's Pete Hames. In turn, the three were joined by Graham on lap six and the four-pack debated the top spots until Hames lost his brakes two laps from the end and slipped back. Shobert led the dash off turn four to the checkered flag and held off Morehead's attempt to draft past by two feet. Graham was a similar distance back in third. Shobert's winning time earned him the pole position for the National.

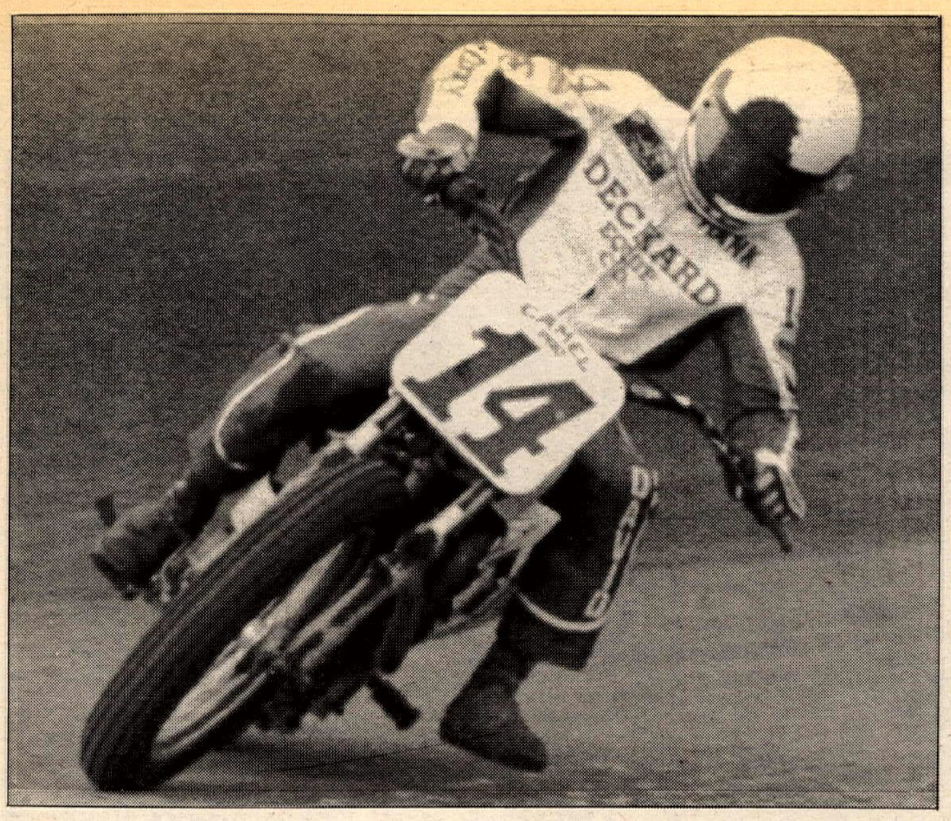
Ted Boody sped away from the field in heat four, but after three laps, his lead began to dwindle. Estep and the Roberts-Lawwill Racing/Electro West Harley of Wayne Rainey used their draft and pass battle for second to gain on Boody. On lap seven, Hank Scott joined the battle and one lap later it was Rainey in the lead with a low line pass of Boody going into turn three.

Boody led the final lap into turn one with Rainey taking over out front with a pass into turn three as Scott took third from Estep with the same move. Boody's move to draft past Rainey at the finish was an inch or two short, but it took a conference of officials at the line to decide in Rainey's favor. Scott was third, less than a length back.

Semis

Six riders were going for the two tickets to the National field at the halfway flags in semi one, with Freddie Spencer/SuperTrapp Racing's Randy Goss and the Cummings' Harley-Davidson-sponsored XR of Garth Brow trading the lead. KK Motorcycle Supply-sponsored Gary Scott changed that with a slicing pass to second past Brow to start lap nine. Scott passed Goss going into turn three for the lead on that lap and the final one with Goss riding the very edge of the groove through three to regain the lead each time. Scott topped Goss by inches at the finish.

Alex Jorgensen had his Pioneer Truck Lines Honda in the lead on lap one and at the finish of semi two, but at neither time was his lead secure. Estep and Hames followed by R&B Harley-Davidson's Chris Carr moved to displace Fran Brown in the battle for the lead by halfway. On lap seven, Estep crashed unhurt in turn two. Hames took the lead on the next go-around from Jorgensen and held out front until the white flag. Jorgensen slipped past Hames heading into turn three on the final lap and Hames couldn't make the draft to the finish line work well enough for the win. Jorgy and Hames advanced to the National.



Honda-mounted Hank Scott came within six inches of winning this year's Syracuse Mile after starting the race in 11th place.

Harley-Davidson's Scott Parker finished eighth in the main, one position ahead of Doug Chandler. Parker is now just 12 points behind Chandler.

Last Chance Qualifier

Carr, Brow and Brown fought over the one transfer to the National from the LCQ for the first five laps. Carr and Brow, trading positions, pulled away as Tammy Kirk moved up to battle and then pass Brown. Brow led Carr into turn one on the last lap with Kirk rapidly closing. Carr regained the lead in turn three. The dash to the flag saw Brow move early on Carr and Kirk use Brow's draft to move into second a half bikelength short of winner Carr at the line.

National

"The track is quite a bit different this year," said three-time Syracuse winner Springsteen. "The dip between turns one and two keeps you from running smoothly through there and turns three and four are always tricky. I'm getting off the turns strong and that's a plus."

Tuner Paul Chmiel changed the carbs on Springsteen's XR750 for extra top end to give Springsteen more opportunity to utilize the draft.

"A mistake-free 25 laps and some luck is what it will take to win," said Hank Scott to Louie Moniz as they went over Scott's bike one final time.

In the Honda pits, Shobert was putting tear-offs on his helmet's faceshield, while Graham held a bag of ice on his left thumb. Graham tagged a pylon marking the edge of the track in practice. "It's probably broken," said Graham. "It's not bothering my riding, but it will sure mess up my golf game."

Shobert led the field at the end of lap one as Goss trailed in last place after being bumped off the groove in the turn one traffic jam on the start.

Shobert, Parker, Graham and Boody broke away as Rainey and Springsteen paired up in a fifth place battle and Chandler led a pack of riders in a fight for seventh. Hank Scott, in traffic on the start, was 11th.

The action increased as the front four swapped positions with fourth to first and first to fourth trades the norm. Rainey, with an engine that would sputter and miss off and on, dropped back in traffic as Springsteen closed the gap on the lead quartet. Filice led the battle for sixth.

On laps six through 10 the lead went from Boody to Parker to Graham and then to Shobert at the start/-finish line. Jorgensen was in the pits on lap 10 with "an engine problem we'll check as soon as we get to California."

By the halfway flags, Rainey was out of action when "the engine just quit."

Boody led at that point with Parker, Shobert and Springsteen in his draft and Graham a few lengths back as Hank Scott and Morehead began to close in. Filice, with handling problems, led Chandler. Maitland, who had been in the pack fighting for seventh and then sixth, dropped to 12th after slipping off the groove.

Shobert regained his momentum to lead through lap 16 at the front of a seven-rider string with Morehead at the rear and no more than a bikelength or two separating each rider. Chandler led a torrid battle for eighth over Hames and Filice.

"I must have pushed too hard early on," said Parker, "because after halfway the front and then the rear tire went away and I couldn't really track going into the turns or get a drive coming off." Although losing a bit of ground, Parker was still sixth on lap 18.

With five laps to go it was Shobert and Graham five lengths up on Boody/Springsteen as Parker, Scott and Morehead followed.

Graham led lap 21 over Shobert with Scott third over Springsteen as Boody began to have his rear tire slip a bit as a result of his early lap charging. Springsteen was back to fifth on lap 22, but that only meant he was about 10 lengths out of the lead. Parker and Morehead, in sixth and seventh, respectively, were a distance back.

Scott swept into the lead on the start of lap 23 over Shobert with Springer, Graham and Boody in tow. Morehead took sixth over Parker. Off turn two, Springer took second from Shobert.

Shobert was back in front as the white flag waved, but Springsteen took over in turn one with Scott behind. Scott went by Springsteen for the lead in turn three as Shobert got sucked in by the draft and nearly hit Springsteen while almost being hit by Graham as he maneuvered to avoid an accident.

The run to the flag from turn four saw Springsteen lead off as Scott set up for a final move and Shobert lurked right behind. At the last possible instant, Scott pulled out to draft around Springsteen. Scott was six inches shy of the line when Springsteen's wheel rolled across it. Shobert was half a bikelength back, while about 10 lengths behind came Graham and Boody.

"Can you believe it?" shouted a jubilant Springsteen. "It's number 40 and, boy, did I work for it. I just took advantage of the little mistakes everyone else made and tried not to make any myself."

"If I had made a move earlier to go by Jay," said Scott, "Bubba could have used both our drafts to take the win and leave us watching him get the flag. I waited until the last instant to make my move so Bubba couldn't get by either me or Jay."

"I'm happy with third," said Shobert. "I came so close to crashing in turn three on the last lap that this is almost a gift. I added to my points and it was a good race."

Junior National

Brian Atherton's win in the Junior National over Winkie Freitas tightened up the points chase between the two for the title to a scant two-point margin in Freitas' favor as the series heads west for the final three rounds. Freitas holds 272 points to the 270-point total of Atherton.

The final was cut to six laps by rapidly approaching darkness and the hurry-up approach left a bitter taste with rider Don Myers and his crew as Myers fouled a plug on the starting line and didn't get it replaced by the time the referee signaled the starter to start the race. "It wasn't fair. We didn't get our full two minutes to make repairs," said a member of Myers' crew.

Freitas led early before Atherton got around and then held on for the win by about three bikelengths. Freitas blamed third place finisher Ben Siudara for costing him his best shot at a mile win, saying, "I got run into by number nine once and that nearly knocked me off the groove and then he did it again. That's not the way to race."

Atherton was all smiles after his win. "This is the seventh mile in the series I've won this year and I've closed the points gap to just two on Winkie. The battle is going to go right to the finish."

"If I can't win the title back home in California," said Freitas, "then I can't feel bad if Brian beats me."

Novice Invitational

The Novice riders invited to take part in the Syracuse Mile program and get their first taste of mile racing had to wait a long time for their time on the track, but they made up for the long wait by turning in a torrid race. Bryan Villella pulled out of a three-rider pack containing P.J. Sanchez and Ron Bertrand within feet of the finish line to snatch the victory. Sanchez was cast in the runner-up spot by inches while Bertrand was a half a bikelength short and third after a hard race. Eric Johncox trailed the lead trio in fourth by a short distance at the finish.

The early laps saw a tight pack up front with it finally breaking down into the top three. The trio traded the lead back and forth with Villella and Sanchez testing each other on draft and pass moves off turn four as the final laps ran down. •

Results

25-LAP NATIONAL: 1. Jay Springsteen (H-D); 2. Hank Scott (Hon); 3. Bubba Shobert (Hon); 4. Ricky Graham (Hon); 5. Ted Boody (Hon); 6. Steve Morehead (H-D); 7. Scott Parker (H-D); 8. Doug Chandler (Hon); 9. Pete Hames (H-D); 10. Chris Carr (H-D); 11. Gary Scott (H-D); 12. Jim Filice (H-D); 13. Tom Maitland (H-D); 14. Ronnie Jones (Hon); 15. Randy Goss (Hon); 16. Wayne Rainey (H-D); 17. Alex Jorgensen (Hon).
TIME: 15 min., 07.21 secs.
AVERAGE SPEED: 99.204 mph.

CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (236); 2. Ted Boody (200); 3. Doug Chandler (174); 4. Scott Parker (162); 5. Scott Pearson (129); 6. Ricky Graham (125); 7. Chris Carr (104); 8. Jay Springsteen (100); 9. Ronnie Jones (96); 10. Mike Baldwin (89); 11. Hank Scott (83); 12. Steve Morehead (81); 13. Randy Renfrow (80); 14. Alan Labrosse (76); 15. Pete Hames (70); 16. Alex Jorgensen (68); 17. Dan Chivington (66); 18. Rich Schlachter (63); 19. (TIE) Randy Goss/Terry Poovey (62).

6-LAP JUNIOR NATIONAL: 1. Brian Atherton (W-R); 2. Winkie Freitas (Hon); 3. Ben Siudara (H-D); 4. Les Washbon (Rtx); 5. Gregg Gatliff (H-D); 6. Brian Bonesteel (W-R); 7. Phil Vigneri (C-A); 8. Dan Knecht (H-D); 9. Nicky Fontana (Hon); 10. Wade Camlin (H-D); 11. Steve Duff (H-D); 12. Don Myers (H-D).
TIME: 3 min., 52.486 secs.
AVERAGE SPEED: 92.932 mph.

JUNIOR NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Winkie Freitas (272); 2. Brian Atherton (270); 3. Aaron Hill (126); 4. Brad Furlong (67); 5. Wade Camlin (66); 6. Don Myers (65); 7. Curtis Cannon (60); 8. Les Washbon (58); 9. Frank Garcia (52); 10. Recil Hart (49).

6-LAP NOVICE INVITATIONAL: 1. Bryan Villella (Hon); 2. P.J. Sanchez (Rtx); 3. Ron Bertrand (Rtx); 4. Eric Johncox (C-A); 5. Craig Estelle (Rtx); 6. Eric Sassaman (Rtx); 7. Larry Bertholdt (H-D); 8. Steve Alexander (Rtx); 9. Keith Olsen (H-D); 10. Glenn Hughson (Hon); 11. Jack Mayer (H-D); 12. Mike Scott (H-D).
TIME: 3 min., 58.423 secs.
AVERAGE SPEED: 90.595 mph.

Speedway

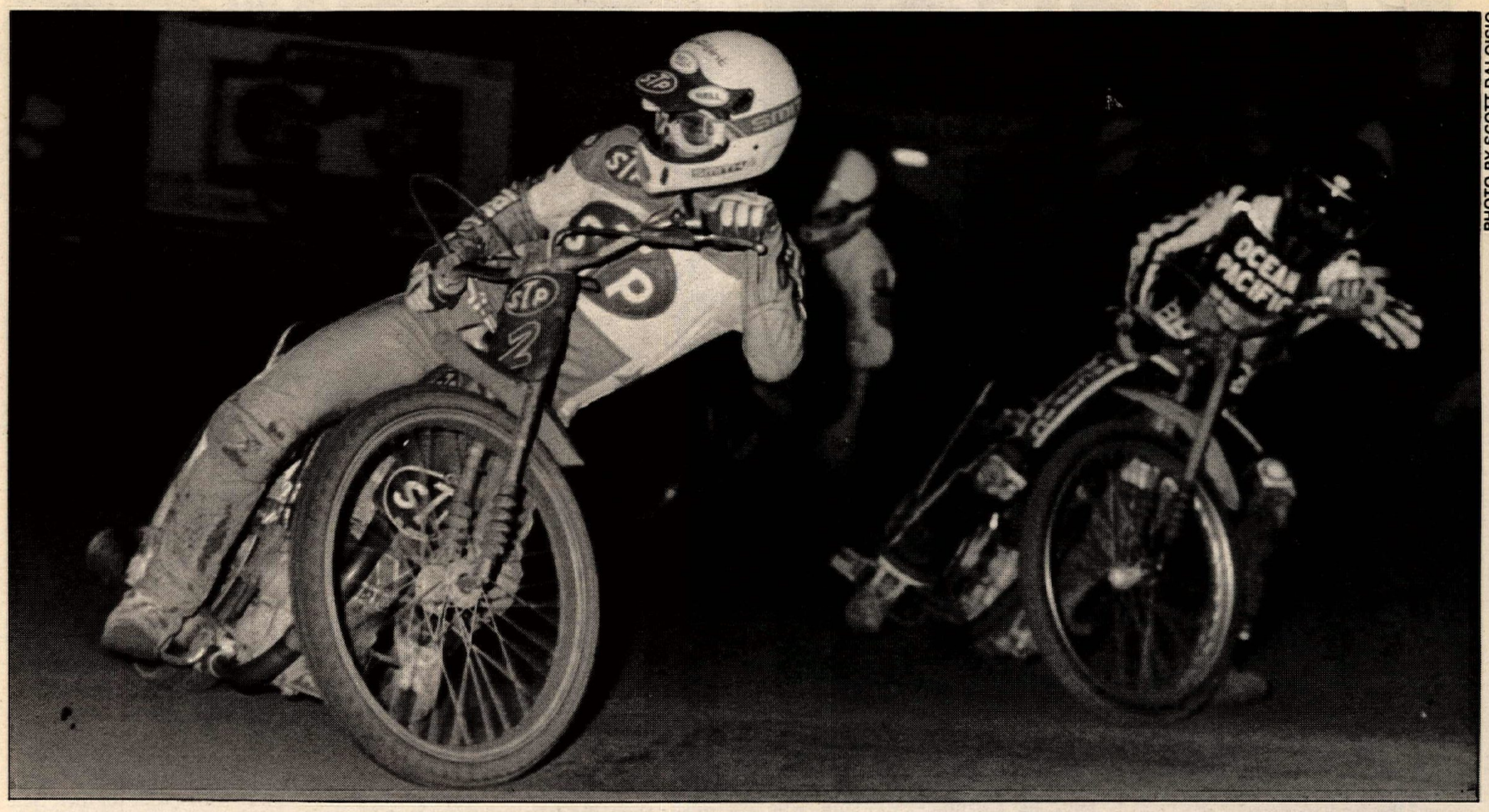


PHOTO BY SCOTT DALOISIO

Alan Christian leads Handicap main winner Tony Briggs at San Bernardino. Christian was second in the Scratch main and fourth in Handicap racing.

Pfetzing, Briggs win IMS speedway

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 4

A large crowd braved cold temperatures on Fox Night at John LaDouceur's Inland Motorcycle Speedway Wednesday and they watched two former British Leaguers win the Division One main events. Rob Pfetzing raced home with his first IMS Scratch main win of the season while Tony Briggs emerged triumphant in the Handicap main event.

Pfetzing put the Valvoline/O'Neal USA/STP/NGK/Simpson/Alpine Stars/Oakley/Kal-Gard/PRP/Trackstar Equipment/2 Kinchu/Hair By Bev/Z Leathers Weslake into the lead in each of his three Scratch rides. The only time he wasn't in the lead came in his heat when he was passed and beaten by Steve Lucero. In the main he again faced Lucero along with Alan Christian and Keith Chrisco. Pfetzing hopped from the number two spot on the grid and into the lead on the start ahead of Chrisco and Christian. Christian went to the outside and shot past Chrisco for second in turn three. Chrisco kept battling with Christian for second until the end of the third go-'round when he hooked-up and did a wheelie, giving Christian control of second. Pfetzing had lengthened his lead to four lengths over "Crazy" Christian. At the checkered it was Pfetzing, chased by Christian and Chrisco.

Tony Briggs (Ocean Pacific/Scott Goggles/B&F Imports GM) was engaged with Rich Sweaney in an interesting battle for the lead for two laps before he rode away for the win in the Handicap main. The race was red-flagged on the original go when leader Ronnie Correy hooked up and hit the front chute wall. That bounced him back across the track and right into the path of five other riders. Sweaney had nowhere to go and rear-ended Correy. Christian then made the laydown of the year in the middle of the straightaway, averting disaster. Somehow Correy managed not to go down but he was still disqualified for causing the confusion.

The second try saw Sweaney in the lead over Briggs, who started the night as a reserve. Briggs hounded Sweaney for two laps until he went underneath at the end of lap two. Once out front it was all over and Briggs took the win by five lengths. Sweaney managed to stay in second with Mike Mazzacane holding off Christian for third.

Young Gary Hicks (Milne Bros. Weslake) passed a stubborn Ken Bidney in turn two on the final lap to score the win in the Second Division main. Jim Peery (Jawa) won his second IMS Third Division main of the year when he defeated Mark Brooks and Tom Settlemire.

Jessee Finch (Speedway Magazine/Aria/Jones Goggles/House of Suzuki Triumph/Mom & Dad/Sam Ermolenko) won a furious battle with defending Junior National Champion Trinon Cirello and went on to take the Junior Speedway First Division main while Ami Alvarez (Alvarez Racing Team) defeated Toni Brewer to win their Handicap main.

"Showtime" Bobby Ott (Cycle Tech/Arai/Jones Goggles) didn't make either of the First Division main events but he did defeat Junior rider Tim Gewecke and referee Irwin Moon in an intermission Unicycle National Open Championship.

Results

SCRATCH MAIN: 1. Rob Pfetzing (Wes); 2. Alan Christian (GM); 3. Keith Chrisco (Wes); 4. Steve Lucero (Wes).

HANDICAP: 1. Tony Briggs (GM); 2. Rich Sweaney (Wes); 3. Mike Mazzacane (Jaw); 4. Alan Christian (GM); 5. Steve Lucero (Wes); 6. Ronnie Correy (Wes).

SECOND DIV: 1. Gary Hicks (Wes); 2. Ken Bidney (Jaw); 3. Mark Millazo (Wes); 4. Norman Neuman (Wes); 5. Don Butler (Wes); 6. Kevin Krugh (Jaw).

THIRD DIV: 1. Jim Peery (Jaw); 2. Mark Brooks (Jaw); 3. Tom Settlemire (Jaw); 4. Mark Coker (Jaw); 5. Dana Dumond (Jaw); 6. Tod Bertrand (Gdn).

JR DIV ONE: 1. Jessee Finch; 2. Trinon Cirello; 3. Tim Gewecke; 4. Billy Felts.

JR DIV TWO: 1. Ami Alvarez; 2. Toni Brewer; 3. Luke Cozart; 4. Brent Werner; 5. John Nicklas; 6. Kevin Nicklas.

UNICYCLE: 1. Bob Ott; 2. Tim Gewecke; 3. Irwin Moon; 4. Bill Hammill; 5. Phil Moon; 6. Jessee Finch; 7. Steve Lucero.

Yarrow again at Baylands

By W.H. Spencer

FREMONT, CA, AUG. 29

Duane Yarrow came back from the National qualifier to win his 11th Scratch main in the two-year history of Baylands Raceway Park's Class A speedway racing while Jeff Brown topped the Handicap show.

Yarrow (Snooky Owens/MPE/San Jose Wheel/Cancilla Tensioner Weslake) didn't fare well in his Handicap semi as Mark Day won off the zero over Mike Parsons and Scott Brant. Kid Curry topped the other Handicap semi in a good show over Brown and Mark Zeissler.

Curry had little luck in the Scratch show when he couldn't fire in the first heat — Tom Ferris topped Parsons there. Pat Linn gated quickly to take the second heat win over Brant. John Houston, Jr. won Scratch heat three over Steve Martin while Yarrow and Bart Bast put on a great show in the last heat just before intermission time.

Going for his 11th match race win, Kid Curry took on Parsons (Richmond Yamaha/BMW Jawa) and ran off with the first round, riding a borrowed Weslake from Greg Martz. In the second two-lapper he had a troubled start that gave Parsons a win and a chance at the upset. Curry consulted for just a second at the pit entry before gating well one more time and going on to win.

Tom Castagnola, at age 59, won the crash-marred second heat in Division Three and then survived the same onslaught to win the main. Dan Neilson worked hard, but fell to last with Sjostrand second and Scott Spivey third.

Division Two has been a thriller of late with newcomers like Nick Geranio back in action. Bay Area Kawasaki-sponsored Geranio won the first heat while Ken Eggers topped heat two. Chris Paulson and Vance Felicio also transferred.

In the Division Two main it was all Paulson on the RPM/Miller Aluminum/Foster Paint-backed, Bill Knight-prepped Godden. Teammate Geranio took second over Eggers.

Results

SCRATCH MAIN: 1. Duane Yarrow; 2. Mike Parsons; 3. Bart Bast; 4. Pat Linn.

HANDICAP: 1. Jeff Brown; 2. Mike Parsons; 3. Mark Zeissler; 4. Kid Curry; 5. Scott Brant; 6. Mark Day.

DIV. TWO: 1. Chris Paulson; 2. Nick Geranio; 3. Ken Eggers; 4. Ken Weddingfeld; 5. Vance Felicio; 6. Derek Dorrestyn.

DIV. THREE: 1. Tom Castagnola Sr.; 2. Kenn Sjostrand; 3. Gordon Rudy; 4. Scott Spivey; 5. Les Kars; 6. Dan Neilson.

MATCH RACE: 1. Kid Curry def. Mike Parsons.

Faria fine at Coors Auburn final

By W.H. Spencer

AUBURN, CA, AUG. 30

Having already wrapped-up the overall NorCal Speedway title which ended in August, David Faria topped Pat Linn in a run-off for the Coors Invitational at the Gold Country Fairgrounds in the foothills of the Sierra Nevada Mountains.

Paul Orlandi and Tom Ferris got great starts in event one, but they both crashed at the same time. John Volk scored three points with a win; Ferris was second after Steve Crawford had the misfortune of blowing up his regular mount. Mike Delacy

(Continued to page 12)

KAWASAKI CONDUCTS TENNESSEE WALTZ.

AMA YOUTH/AMATEUR NATIONAL MX CHAMPIONSHIPS. HURRICANE MILLS, TENN. AUGUST 14 – 17, 1985.

KAWASAKI CLASS CHAMPIONS

CLASS	NAME
65cc Stock (7-11)	Sean Thornton
65cc Modified (7-11)	Chris Carte
85cc Modified (7-11)	Hank Moree
85cc Stock (14-15)	Lowell Thomson
85cc Modified (14-15)	Lowell Thomson
125cc Youth Jr	Mark Buscher
125cc Youth Sr	Jeff Matiasevich
125cc B Stock	Jimmy Woolridge
125cc B Modified	Chris Coleman
125cc A Stock	Don Schmit
125cc Pro Am	Tyson Vohland
250cc B Modified	Frankie Brundage
Open B	Frankie Brundage
Open A	Tommy Watts
Seniors 30+	Robby Neeley

Team Green riders orchestrated a virtuoso performance at the AMA MX Nationals in Tennessee. Besides scoring an incredible 15 Championships in all classes from 60cc to 500cc, they chalked up 17 2nds, and 22 3rds.

Of course, their KX motocrossers made waltzing over the competition much easier. Especially with high performance features like liquid-cooling and Uni-Trak® suspension.

Make arrangements to see your local Kawasaki dealer. He's got a line of KX bikes that will beat the band.

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PHOTOS BY KIT PALMER

(Above) Open Pro winner Willy Simons (48) and Phil Larson battle for the lead in the first moto. (Below) Russ Wageman (25) holeshots the first 250cc moto. Willie Surratt (10) won both outings.

CMC/Skoal Bandits Lady Liberty Trans-Cal Series: Round 1

Kehoe, Surratt, Simons head Trans-Cal opener

By Kit Palmer

GORMAN, CA. SEPT. 8

The opening round of the seven-race Continental Motosport Club/Skoal Bandit Lady Liberty Trans-Cal Series attracted hundreds of riders to Hungry Valley's SVRA Quail Canyon motocross track where Suzuki's Erik Kehoe and Honda riders Willie Surratt and Willy Simons went home with the 125, 250 and 500cc Pro class wins.

Kehoe, who placed second in the 125cc National MX Series this year, came from behind in the first 125cc moto to finish second and led from start to finish in the second to nail the overall. "The first moto I got a bad start and banged handlebars with a bunch of riders in the first turn and came out of it at midpack," said Kehoe. "I worked my way into second and was pretty tired after passing all those people. The second moto was a lot easier; I got the holeshot and pulled away."

Surratt swept both 250cc motos but not without a battle from Suzuki's Russ Wageman. Wageman, on the mend from knee surgery, led the early stages of the first moto before getting passed by Surratt. Once into the lead, Surratt never looked back and won. Moto two was all Surratt's; he led wire-to-wire, unchallenged.

Simons had to work hard for his win. In the first moto, he traded places a number of times with Kawasaki rider Phil Larson and Honda rider Ed Arnet before taking the moto win, and a second in moto two was just enough to clinch the overall. "I was kind of surprised I got the overall," said Simons. "In the second moto my pit board read 'pass Arnet (who was third) for overall,' I thought, that couldn't be. With Larson taking second in the first moto and running second in the second, I figured his 2-2 score would beat my 1-3, then I remembered that (Eric) Eaton beat (Mark) Barnett last year with that score, so I gassed it up and passed Arnet."

In the 80cc Expert class, Honda rider Scott Brown had two somewhat-shaky motos after crashing a couple of times but went home with the win. His 2-1 narrowly beat Chris Young's 1-2 score.

125cc Pros

Kawasaki rider Tyson Vohland nailed a perfect holeshot in the first moto, beating the rest of the pack to the first turn by a couple of bike-lengths. As they headed up the first uphill, Suzuki's Bobby Moore and Honda support rider Shaun Kalos followed. There was a first-turn pile-up that claimed Honda support rider Larry Brooks, who quickly remounted in last place.

During the first lap, Kalos crashed and dropped out of contention for the rest of the race. This put Surratt into third, followed by Jeff Matiasevich (Kaw) and Kehoe, who quickly made up for his midpack start.

Meanwhile, Vohland enjoyed a huge lead over Moore, who held a comfortable advantage over the Surratt/Matiasevich/Kehoe duel for third. A couple of laps later, Matiasevich fell and lost two positions, leaving Surratt and Kehoe to battle between themselves. Kawasaki rider Tim Rutherford moved into fifth when Matiasevich fell.

The Surratt/Kehoe dogfight carried them closer and closer to Moore as the moto wore on. Eventually, Kehoe slipped by Surratt then started to reel-in Moore. (By this time Matiasevich had repassed Rutherford for fifth.)

Seven laps from the finish, Kehoe finally stuffed Moore in a left turn before a drop-off jump and took over second. However, there wasn't much time left for Kehoe to catch Vohland, who held about a seven-second lead. At the checkered flag it was Vohland, Kehoe, Moore, Surratt, Matiasevich and Arnet.

Kehoe jumped out to an early lead at the start of the second moto followed by Kawasaki rider Dennis Daft, Kalos, Matiasvich, Vohland and Rutherford.

Vohland's chances at taking the overall ended early when he hit a large, squared-off bump at high speed and endoed. He was shaken up in the spill and did not re-enter the race. A few turns later, Kalos crashed again and dropped to the back of the pack. Moore missed the start of the moto when his Suzuki fouled a spark plug. After installing a new plug, he re-entered the race, well out of contention.

During the third lap, Matiasevich passed Daft and settled into second, while Daft was followed by Doug O'Donnell (Kaw), Dennis Parker (Yam) and Cagiva rider Ron Turner. From this point on, Kehoe cruised way out in front over Matiasevich, who held a comfortable distance over Daft. However, three laps from the finish, Matiasevich hit the same bump that Vohland had hit earlier and endoed hard, putting an end to his day. This gave second to Rutherford ahead of Daft, O'Donnell and Turner. Kehoe crossed the checkered flag with a huge lead and the rest followed in the same order.

250cc Pro

Wageman and his Suzuki jammed to the front of the pack at the start of the first moto with Surratt, Yamaha rider Scott Manning, Honda-mounted Tracy Oswell and Yamaha pilot Billy Frank in close pursuit. During the first lap, Frank slipped by Oswell, then the top four riders began pulling away from the pack in a four-way battle for the lead.

Surratt made the first move and passed Wageman on a downhill during the fourth lap, but Wageman retaliated a turn later. However, less then a lap after that, Surratt tried again and passed Wageman over the double jumps — this time the move stuck. Surratt started pulling away slightly as positions stayed the same for the next six laps. Then Frank came alive, passing Manning on the outside at the top of the downhill, then passing Wageman on an uphill section. Shortly after, Manning also slipped by Wageman.

As the race drew to a close, Frank was noticeably gaining on Surratt, but time ran out as Surratt crossed by the checkers with the lead, followed by Frank, Manning, Wageman, Oswell and Yamaha rider Gordon Ward.

Surratt holeshot the second moto inches ahead of Wageman, Manning,

Scott Manning went 3-2 in the 250cc class to claim second overall. In the second moto, he finished a few feet behind Surratt.

Bobby Moore (2) held on to second place most of the first 125cc moto before getting passed by the overall winner Erik Kehoe (15).

Frank, Oswell and Ward. A half lap later, Ward hit the same bump that Vohland and Matiasevich crashed on earlier; Ward went over the bars and crashed out of the race. On the next lap, Frank hit the bump and went over the bars, as did Suzuki rider Jo Hopkins, who was running eighth, a lap later. Frank was the only rider to re-enter the race after crashing over that bump. After things had settled down on lap four, Surratt enjoyed a comfortable lead over Wageman, Manning, Oswell, Kelly Andris (Hon) and Kevin Allman (Yam).

A couple of laps later, Manning passed Wageman and slowly started reeling in Surratt, coming up to within a few bikelengths, but time ran out and Surratt won it. Manning took second, while Wageman and Oswell finished third and fourth. Andris crashed over the doubles two laps from the finish and lost two positions to Allman and Honda rider Joe Wright.

500cc Pro

Manning grabbed the holeshot at the start of the first moto but was quickly passed by Honda-mounted Arnet. After two laps, the top five were Arnet, Manning, Husqvarna's Micky Dymond, Larson and Simons. Manning started to fade quickly as Simons set after and passed Larson and Dymond. A few turns later, Larson also passed Dymond and set after Simons. With Arnet out in front by about four seconds, Simons and Larson traded places a couple of times, then Larson finally settled into second and reeled in Arnet.

As they headed into the eighth lap, Arnet fell and dropped back to a distant third. The remainder of the race featured a duel for the lead between Larson and Simons. It wasn't until two laps from the end that Simons found enough room to pass Larson at the bottom of a downhill to take over the lead and hold on to win. Larson finished second ahead of Arnet, Dymond, ATK-mounted Randy Rodriguez and Yamaha rider Jim Ellis.

Arnet led the field around the first turn at the start of the second moto, but was passed by Dymond in the whoops during the second lap. Once into the lead, Dymond started pulling away. After Arnet followed Ellis, Larson and Simons. A lap later, Larson blew by Ellis, then reeled in and passed Arnet. Simons chased Ellis for three laps before getting around the Yamaha rider, then Simons found himself having to catch and pass Arnet in order to take the overall. It took Simons three more laps to reel in and pass Arnet on an uphill, but Arnet stuffed his way back into third a turn later. As the two headed into the double-jump section, Simons moved to the outside and squeezed by for third. Simons cruised in third until the finish and captured the overall. Dymond easily took the moto win followed by Larson, Simons, Arnet and Ellis. Dymond (4-1) finished the day third overall, behind Larson (2-2).

80cc Expert

When the gate dropped for the first 80cc Expert moto, Honda rider Scott Brown motored into the lead with Kawasaki rider Tallon Vohland and Yamaha-mounted Chris Young second and third. Brown led for the next three laps before crashing and dropping back to third. After passing Vohland, Young inherited a comfortable lead and went on to take an easy win, while Brown passed Vohland on the last lap for second.

Young led the pack early in the second moto, followed by Chris Neal (Yam), Vohland, Yamaha's Mike Pascarella and Steven Kotajarvi (Kaw). Brown was seventh. By the third lap, Brown was in control of third just ahead of Vohland and Pascarella. Brown continued on his warpath and passed Young a lap later for the lead; but Brown crashed again and dropped to third, giving first and second to Young and Pascarella. Shortly after, Pascarella crashed hard when he endoed over the same bump the bigger bikes had crashed on. He was knocked out cold for a few minutes and could not finish the race. Brown found himself in second, then took the lead once again by passing Young. At the finish it was Brown, Young, Neal, Steve Lamson (Kaw) and Vohland.●

Results

80 EX: 1. Scott Brown (Hon); 2. Chris Young (Yam); 3. Chris Neal (Yam); 4. Tallon Vohland (Kaw); 5. Jimmy Button (Hon); 6. Steve Lamson (Kaw); 7. Terry Swanson (Yam); 8. Shane Trittler (Yam); 9. Steven Kotajarvi (Kaw); 10. Paul Cortez (Yam).

125 PRO: 1. Erik Kehoe (Suz); 2. Tim Rutherford (Kaw); 3. Dennis Daft (Kaw); 4. Doug O'Donnell (Kaw); 5. Drey Dircks (Hon); 6. Ron Turner (Cag); 7. Terry Bostard (Kaw); 8. Ed Arnet (Hon); 9. Robert Naughton (Kaw); 10. Bobby Moore (Suz); 11. Dennis Parker (Yam); 12. Jeff Matiasevich (Kaw); 13. John Consey (Kaw); 14. Craig Canoy (Kaw); 15. Tyson Vohland (Kaw); 16. Jim Simons (Kaw); 17. Larry Brooks (Hon); 18. Mike Artcliffe (Kaw); 19. Eric Hoitle (Kaw); 20. Shaun Wooten (Hon). 250

250 PRO: 1. Willie Surratt (Hon); 2. Scott Manning (Yam); 3. Russ Wageman (Suz); 4. Tracy Oswell (Hon); 5. Brett Cahors (Hon); 6. Joe Wright (Hon); 7. Billy Frank (Yam); 8. Kevin Allman (Yam); 9. Kelly Andris (Hon); 10. Kurt Jorgersen (Hon); 11. Willy Musgrave (Hon); 12. Bobby White (Hon); 13. Jon Ortner (Yam); 14. Ron Watmore (Yam); 15. Rod Richardson (Suz); 16. Tim Winslow (Yam); 17. Jeff Pestana (Yam); 18. Mark Decker (Yam); 19. Gordon Ward (Yam); 20. Brian Manley (Hon).

500 PRO: 1. Willy Simons (Hon); 2. Phil Larson (Kaw); 3. Micky Dymond (Hus); 4. Ed Arnet (Hon); 5. Jim Ellis (Yam); 6. Allen Berluti (M-S); 7. Randy Rodriguez (ATK); 8. Greg Torgerson (Hus); 9. Scott Johnson (Hon); 10. Dave Welty (Hon); 11. Dan Berg (Hon); 12. Frankie Brundage (Kaw); 13. Chris Shaw (Yam); 14. Clayton Blood (Hon); 15. Greg Raub (Yam); 16. Randy Law (Hon); 17. Rob Rodgers (Hon); 18. Terry McGinnis (Hon); 19. Pete Harrs (M-S); 20. Ron Lewis (Hon).

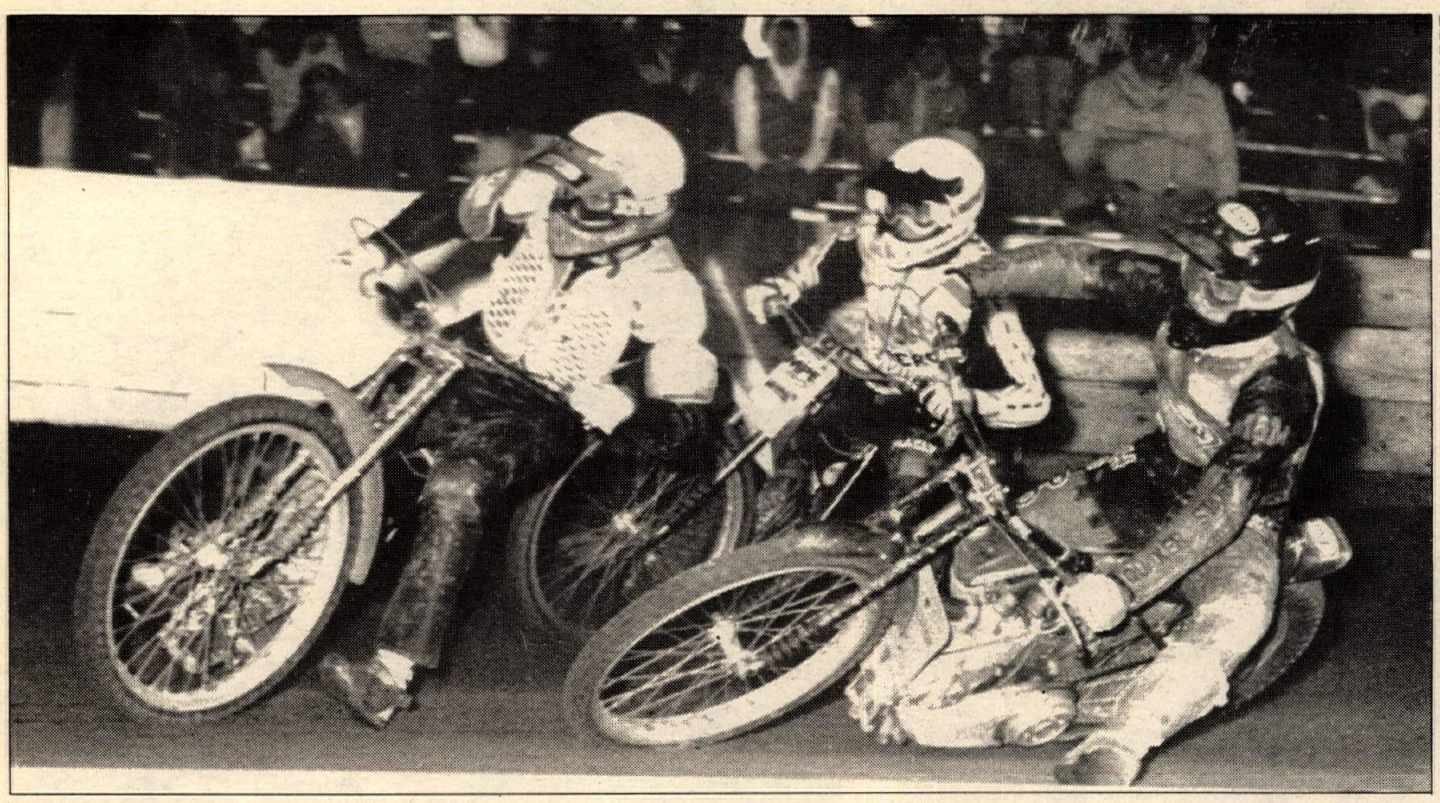
POINT STANDINGS

125 PRO: 1. Erik Kehoe (79); 2. Tim Rutherford (65); 3. Dennis Daft (62); 4. (Tie) Doug O'Donnell/ Drey Dircks (60); 6. (Tie) Ron Turner/ Terry Bostard (57); 8. Ed Arnet (56); 9. Robert Naughton (51); 10. Bobby Moore (50).

250 PRO: 1. Willie Surratt (82); 2. Scott Manning (74); 3. Russ Wageman (70); 4. Tracy Oswell (66); 5. Brett Cahors (57); 6. Joe Wright (56); 7. Billy Frank (55); 8. Kevin Allman (54); 9. (Tie) Kelly Andris/ Kurt Jorgensen (49).

500 PRO: 1. Willy Simons (77); 2. Phil Larson (76); 3. Micky Dymond (75); 4. Ed Arnet (70); 5. Jim Ellis (63); 6. Allen Berluti (61); 7. Randy Rodriguez (60); 8. Greg Torgerson (57); 9. Scott Johnson (55); 10. Dave Welty (54).

Speedway



FILE PHOTO BY ED BERNHARDT

Eddie Ingels leads Paul Orlandi and Pat Linn at Baylands. Linn tied with David Faria at the Coors Invitational in Auburn, but lost the run-off to Faria. Orlandi finished the night tied for fifth.

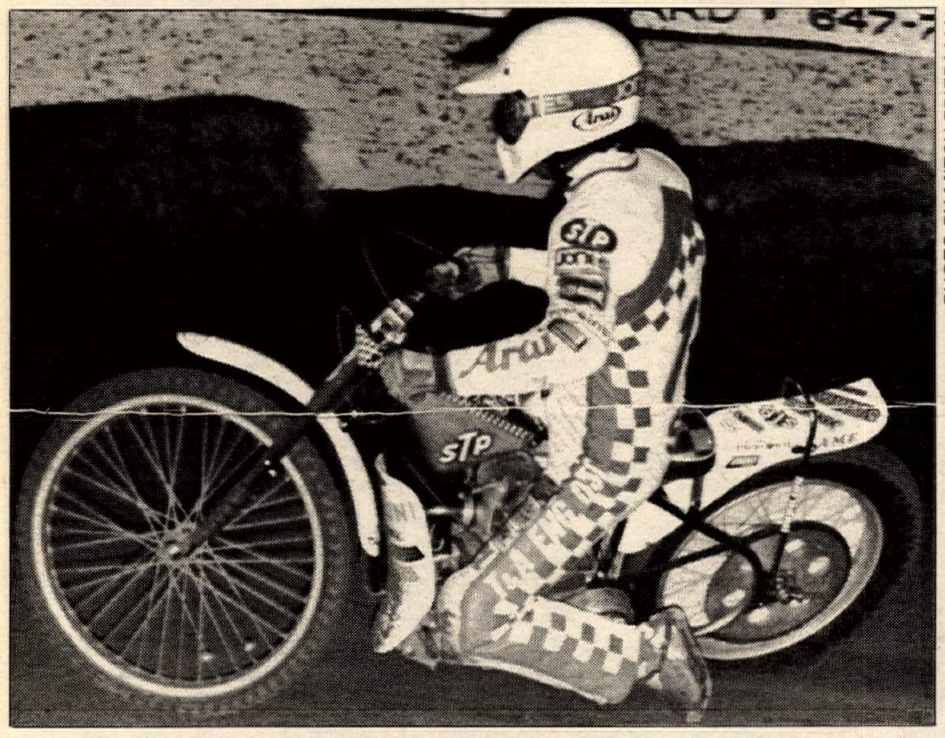


PHOTO BY MITCH FRIEDMAN

"Sudden Sam" Ermolenko scored a double victory at Ventura, taking the Scratch and Handicap mains in Division One.

Speedway

(Continued from page 8)

aced the start of event two while Duane Yarrow easily rode to the checkers in heat three. Dave Faria won the first round final.

Bart Bast opened the second series with a win over John Houton; Delacy scored just one point. Faria came back on the Richmond Yamaha/BMW/Sierra/Interlink Jawa to be the first to double while Orlandi came off the outside in event seven to hold off Yarrow for a win. Linn won the last round of the second series.

Yarrow (A&A Racing/Oilzall/MPE/Snooky Owens Weslake) won in round nine. Linn scored another victory in race 10 after Mike Delacy got a sideways start. Faria held the only perfect score after winning event 11 over Orlandi and Ron McGill. Bart Bast came up with his second win in the final heat before intermission break.

Linn (Petrich Cycle/Hi-Point/Arai/Scott) met up with and downed Faria in race 12. Yarrow tied it up in the next round with a win over McGill. This put Linn, Faria and Yarrow tied at 11 with Delacy (#1 Bicycle Shop Weslake) fourth. A win could put him back in the running and he did that after a battle with Steve Martin. John Houston earned his first win on the Classic & Fashion/Trick Gas machine in race 18.

With four riders still in the hunt, it was race 19 that was the decider. Linn took a hard-fought win over Orlandi and Bast, which put pressure on the last-round riders.

Yarrow, Delacy, Ferris and Faria were slated to meet in event 20. At the gate it was Faria on the inside and Yarrow on the outside — it remained that way for two laps, with Delacy out. At the checkered it was Faria by a bikelength and a tie at 14 points between he and Linn.

Both were back in the gates within seconds. The four-lap affair was almost anti-climactic as Faria got a good start and went away with it.

In Junior Varsity squad action, Tommy Hedden topped Craig Reed while Gabe Elder dropped out with a blown motor. Hedden won both heats on his PJ1/Shoei/Team Stephens 250 while Craig enjoyed second.

Dustin Schroeder came up with nine points to win the regular Junior Division title on the Motorcycle Magic/DW Driggs Elec/Cali Racing special and Ken Wagner topped Bobby Hedden by a point.

Results

POINTS: 1. Dave Faria (14); 2. Pat Linn (14); 3. Duane Yarrow (13); 4. Mike Delacy (9); 5. (TIE) Paul Orlandi/Bart Bast/John Houston Jr. (8); 8. (TIE) Rocky Robinson/Sam Bast (7); 10. (TIE) Tom Ferris/Jim Sisemore/Steve Martin (6); 13. (TIE) Ron McGill/Steve Crawford/Marc Prince (3).

Robinson, Zeissler top Auburn

By W.H. Spencer

AUBURN, CA, AUG. 23

It was the final night of regular Class A speedway racing at the Gold Country Fairgrounds and the fans saw Rocky Robinson go home with the Scratch main win while Mark Zeissler topped the Handicap race.

A three-heat program selected the Handicap's semi contestants with Mark Dragony winning the first over Zeissler (Fred Lewis Const/Hi-Point Racing/Team Vooch) while Jeff Brown topped the second heat over Mike Parsons and Greg Martz. Dana Perri — running his first Division One race — won over John Houston and Marc Prince in heat three.

Dragony continued his winning program in the first semi while Dana Perri survived for the transfer with Mike Parsons third on the Richmond Yamaha-BMW Jawa. Scott Brant devastated the second semi with a good ride over Brown and Zeissler.

In the main it was all Zeissler as Dragony and Perri both went down. Brant chased Zeissler, but couldn't get by; then he had to contend with Parsons who finished third ahead of Brown.

In the Scratch portion Rocky Robinson (MPE/Sierra/Custom Equip) won the first heat then topped his semi over Parsons. Robinson did it again in the main, and Parsons held off Sam Bast and Tom Ferris for second.

Chris Paulson jumped out to a good Division Two main event start and never had trouble on his new RPM/Miller Aluminum/Foster Paint/Bill Knight/Bay Area Kawasaki-backed Godden. Second went to Rick Stephens and third to Ron Combs.

Division Three saw Kenny Weddingfeld grab a comfortable lead on the first lap and ace the troops on his San Jose Honda/Hap Jones District/MPE bike with Kenn Sjostrand holding on to second over Jeff Santos and Gordon Rudy.

Junior kids had their autumn series completion with Gabe Elder the winner on the night, but Dustin Schroeder earned top points in the series.

Results

SCRATCH MAIN: 1. Rocky Robinson; 2. Mike Parsons; 3. Sam Bast; 4. Tom Ferris.

HANDICAP: 1. Mark Zeissler; 2. Scott Brant; 3. Mike Parsons; 4. Jeff Brown; 5. Mark Dragony; 6. Dana Perri.

DIV. TWO: 1. Chris Paulson; 2. Rick Stephens; 3. Ron Combs; 4. Vance Felicio; 5. Jim Harris; 6. Ron Arlt.

DIV. THREE: 1. Ken Weddingfeld; 2. Kenn Sjostrand; 3. Jeff Santos; 4. Gordon Rudy; 5. Scott McNeil; 6. Troy Graham.

JR MAIN: 1. Gabe Elder; 2. Bobby Heddon; 3. Dustin Schroeder; 4. Kenny Wagner; 5. Tommy Hedden; 6. Ernie Moris.

JR SERIES FINAL POINTS: 1. Dustin Schroeder (19); 2. (TIE) Tommy Hedden/Bobby Hedden (16); 4. Kenny Wagner (13); 5. Gabe Elder (9).

Ermolenko takes double win at Ventura

By Mitch Friedman

VENTURA, CA, AUG. 13

"Sudden Sam" Ermolenko won both the Scratch and the Handicap mains this week at the Commotion by the Ocean, Ventura Raceway. Ermolenko said he'd been trying to win both mains for the past couple weeks and was glad it finally happened.

Bobby Ott held up the start of the Scratch final when he broke a primary chain at the starting line and was unable to get a bike to ride. When the gate went up, Mike Faria was the first to turn one, followed by Rob "Five Flavors" Pfetzing and Ermolenko (Arai/Pick Your Part Stanton/Jones Goggles/Mikuni/Hi-Point/Terrycable/RK Racing Chain/PCL/Y&E Cycle/Frame Shop GM). Ermolenko passed Pfetzing on the backstraight then moved up on Faria going into turn one on the second lap. "Sudden Sam" took over the lead coming out of two and rode on to victory.

Pfetzing got the gate at the start of the Handicap race as Shawn Moran jumped from the 50-yard line into second. Ermolenko was on the warpath, and passed Moran for second coming out of turn two, then half a lap later got by Pfetzing for the lead. Once out front, Ermolenko never looked back and went on to card the victory. Moran tried to pass Pfetzing everywhere on the track, but was denied until the last lap. Pfetzing bobbled going on to the back chute and Moran raced by for the runner-up position. Alan Christian rode in fourth the whole way.

Gary Hicks won the Second Division main, with "Stormin' Norman" Neuman second; Jim Bradley was the Division Three victor. •

Results

SCRATCH MAIN: 1. Sam Ermolenko (GM); 2. Mike Faria (Jawa); 3. Rob Pfetzing (Wes); 4. Bob Ott (Gdn).

HANDICAP: 1. Sam Ermolenko (GM); 2. Shawn Moran (GM); 3. Rob Pfetzing (Wes); 4. Alan Christian (Wes); 5. Doug Nicol (Wes); 6. Kelly Moran (Gdn).

DIV TWO: 1. Gary Hicks; 2. Norman Neuman.

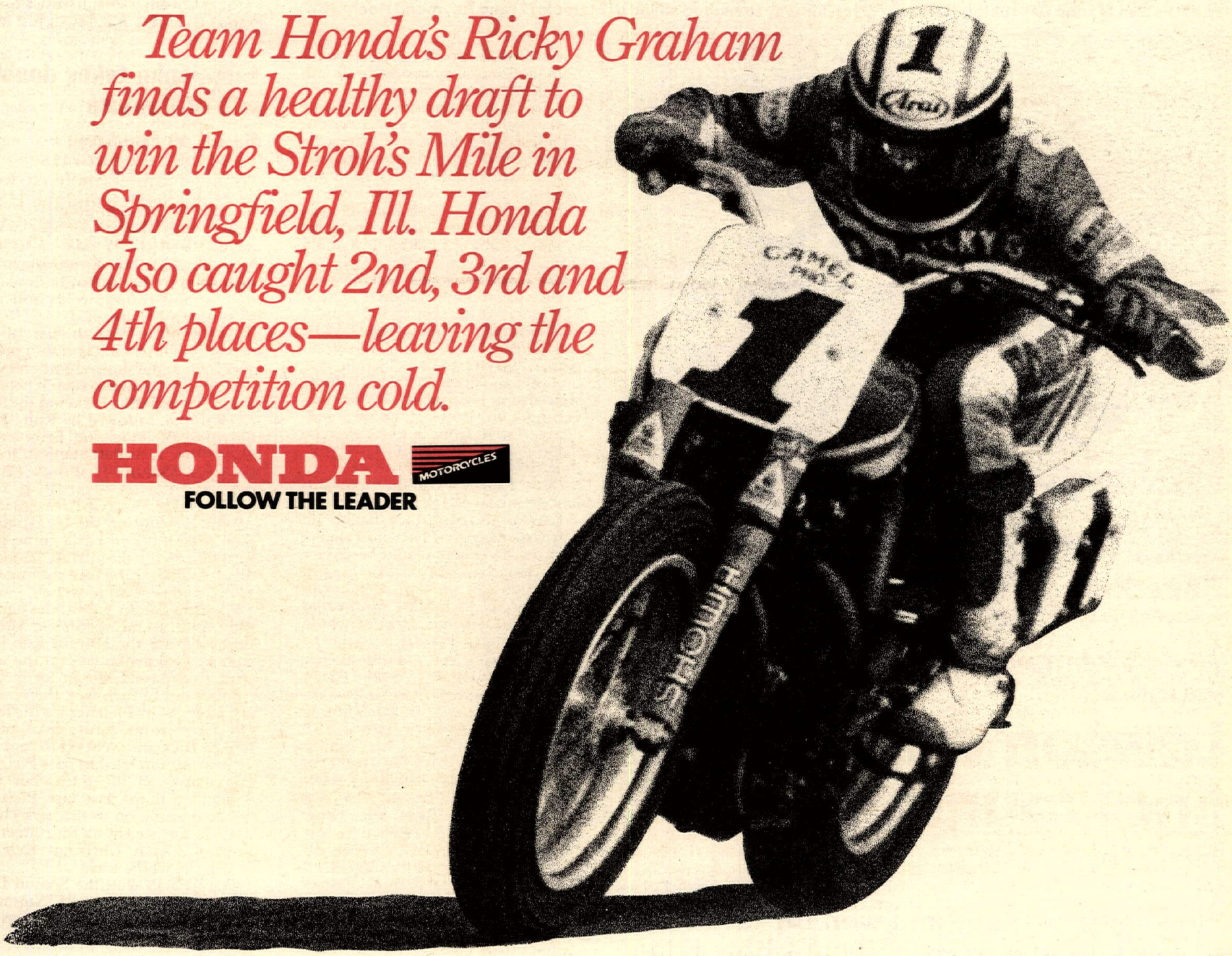
DIV THREE: 1. Jim Bradley; 2. Ken Barry.

HONDA CATCHES DRAFT. TAKES ILL.

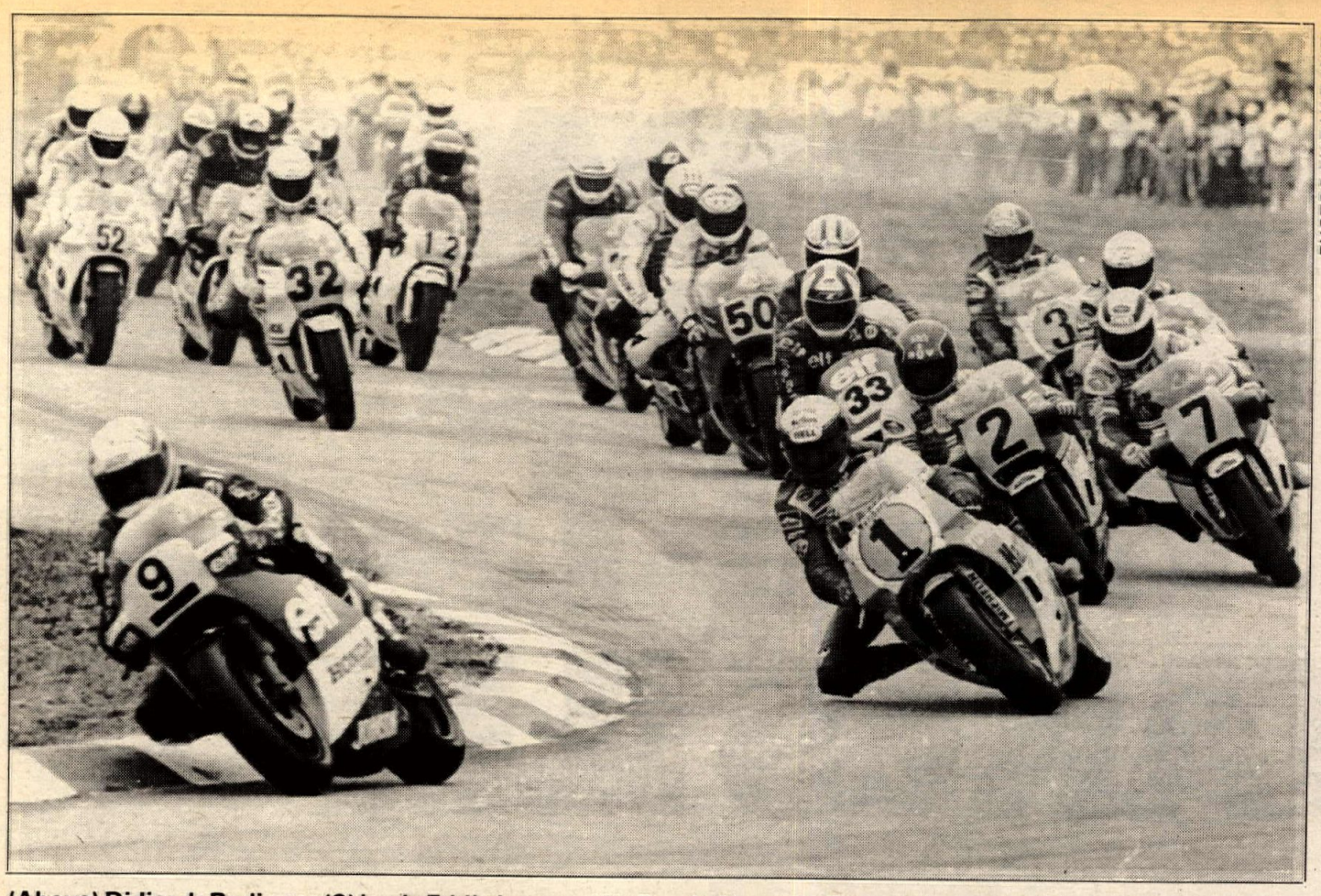
Team Honda's Ricky Graham finds a healthy draft to win the Stroh's Mile in Springfield, Ill. Honda also caught 2nd, 3rd and 4th places—leaving the competition cold.

HONDA MOTORCYCLES

FOLLOW THE LEADER



ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1985 American Honda Motor Co., Inc. (9/85)



PHOTOS BY RAY DANIEL

(Above) Didier deRadigues (9) leads Eddie Lawson (1), Randy Mamola (2) and Wayne Gardner during the opening lap of the San Marino GP. (Below) Gardner (7) on his way to second ahead of Mamola (2) and Raymond Roche (3).

World Championship Road Racing Series: Round 12

Lawson wins final round

By Peter Clifford

MISANO, ITALY, SEPT. 1

"I won the first one and won the last. I just screwed up in between." That's how Eddie Lawson summed up the season after dominating the San Marino Grand Prix at Misano on the Adriatic coast of Italy on the Marlboro Yamaha. He won the last race of the year in the absence of new World Champion Freddie Spencer, who sat at home in Louisiana nursing the thumb he injured weight training.

"That was a long time coming, but well worth the wait," said Lawson. "The bike ran perfectly, and from the moment I took the lead on the first lap, I had no problems." Lawson was followed home by Australian Wayne Gardner on the Rothmans Honda Britain machine with similarly-mounted Californian Randy Mamola third.

"I had to keep going through most of the race, though," added Lawson. "Gardner wasn't going slow and I kept getting pit signals that said he was getting close to the 10-second gap I was trying to keep. I would go a bit faster and open up the lead, then I slowed a bit because the rear tire was getting a bit slippery, and then suddenly, it went from 14 to 18 when he made a mistake and it stayed like that. It kept my concentration up because I knew I couldn't afford to make a mistake."

Lawson also confirmed that he had agreed to ride in the Marlboro Yamaha team in '86. There would be several important changes from '85, though, including Lawson signing the contract directly with Marlboro so that team boss Giacomo Agostini would have nothing to do with the money or other contractual arrangements. Lawson said that there would also be changes in the way the team was run. "I am trying everything I know to convince Kel Carruthers to work with me again."

Ron Haslam, who has made the lightning start his hallmark, was last away. "I just let the engine get too cool after the warm-up lap, and it didn't fire," said Haslam later. He rode superbly, cutting through the field on the tight circuit on which it is very difficult to overtake. After 10 of the 34 laps, he was up into sixth place, but the leaders were well ahead after an unobstructed run. Haslam then set about chasing the fourth and fifth men, Raymond Roche and Christian Sarron on the two works Yamahas, but could not catch them in the remaining time. He benefited from the fact that Sarron fell unhurt on the last lap and hence Haslam took fifth and has ended the season tied on points with teammate Wayne Gardner for fourth place in the World Championship.

Mamola was quite glad to finish third, and said that he felt so weak from a virus infection that had been affecting him all through the meeting that, "I started seeing things. It got worse at about lap 17 and I thought I was going to have to pull in. It was almost impossible to concentrate and I had to brake a little earlier to make sure that I was not going to make a mistake. I thought that I was getting slower but in fact my lap times stayed pretty constant. At least I didn't repeat my performance in practice. We had a problem with the rear suspension when I was using a hard rear tire. It slid out and grabbed, throwing me over the bars. I smashed the screen and the fairing and pulled myself back behind the bars, but my feet came down off the bike. It was dragging me along on the grass and Luchinelli said I was taking 30-foot strides. Luckily, I managed to get back on it."

Rob McElnea on the Skoal Bandit Suzuki battled hard for most of the race with Gustav Reiner, Franco Uncini and Mike Baldwin, but found his rear tire fading towards the end of the race and had to settle for 10th after being passed by local hero Fabio Billioti on the last lap. Reiner was ecstatic with his best result of the season after finishing seventh just behind Franco Uncini, but Baldwin just lost out. "The brakes went away, I was determined to win that dice and I was desperate to get sixth, but there was no way." The American Champion has ended up joint 10th in the Championship with Dutchman Boet van Dulmen despite missing two races because of his U.S. commitments. Apart from his first-corner crash at Hockenheim, his rides were consistent and his two non-points-scoring finishes only just missed out, both being 11th places. Rumor has it that he could start next season at Daytona on a full works V-four.

Didier deRadigues, who actually led Lawson off the line, retired from fifth place after only four laps with a broken crankshaft. His teammate, Christian Leliard, pulled into the pits with brake problems on the Elf and both Cagivas stopped. Virginio Ferrari pulled out early on with ignition problems, but Marco Luchinelli impressively got up to sixth before he was forced to stop after a tailpipe fell off.

On his TZ250 Yamaha, Carlos Lavado was in paralyzingly-effective form under the hot sun and after dealing with an early threat from last year's winner Fausto Ricci, who led off the line, Lavado took the lead. Ricci did not give up easily and hounded the Venezuelan until he made a mistake on lap six and dropped back.

From that point on, Lavado, riding the aluminum-framed parallel twin because the V-twins have been sent back to Japan, was never troubled. Ricci came under pressure from Jean Michel Mattioli, who was having a great ride on his private Yamaha. The battle for second really intensified as Toni Mang and Manfred Herweh began to close in, making it a four-way struggle halfway through the 30-lap race. Ricci, pushed by Mattioli into third place for several laps, but Mang's pressure proved decisive, and when the German moved into second place, he was not repassed.

Ricci was once again pressured by Mattioli, and Herweh was also weighing up the situation. The German tried to make his move as another player came into the game: Loris Reggiani, putting in a great performance in his comeback ride after the broken hip he sustained at Spa. The

Italian had been making up ground steadily on the Aprilia after settling in over the first half of the race. With his confidence returning fast, he cut through the third-place group and broke them up completely. As he took third, Herweh tried to match his speed; he could not because of a sliding back tire, he reported later, but the effort did pull him away from Mattioli. Ricci had run his best race and was dropping back with gearbox trouble to a lonely sixth place.

Seventh was as keenly-contested as the places in front with both Donnie McLeod and Pierre Bolle retiring from the group after halfway. That left Carlos Cardus leading, but he only pulled away in the closing stages, and eighth place was decided on the last lap, with Stephan Mertens coming through from behind with a great effort to ease out Dominique Sarron and Reinhold Roth, who made a mistake on the final circuit.

Italian Fausto Gressini won his first World Championship by dominating the 125cc race on his ex-Angel-Nieto Garelli. Pier Paolo Bianchi (MBA) only needed second place to take the title, but though he led off the line and was battling hard with Maurizio Vitali and Gresini's teammate Ezio Gianola for most of the race, his hopes disappeared when the MBA's engine seized after 21 of the 28 laps.

Gresini won by a very-convincing margin and the red-hot battle for second that continued even after Bianchi had retired at the pits was resolved in favor of Gianola by a yard on the run in to the line.

Bruno Kneubuhler got the better of a lengthy struggle for fourth place with August Auinger, but the Austrian has still finished third in the championship. Domenico Brigaglia rode a fine race after being left on the line to take sixth from Olivier Liegios in the last two laps.

Spaniard Jorge Martinez won the 80cc race on his Derbi after a long battle with Ian McConnachie, who was given Stefan Dorflinger's old Krauser for the race and set the fastest lap. Dorflinger had a slow start and finished third. •

Results

500cc: 1. Eddie Lawson (Yam) 47 minutes, 34.44 seconds, 95.61 mph; 2. Wayne Gardner (Hon) 47:51.96; 3. Randy Mamola (Hon) 47:56.05; 4. Raymond Roche (Yam) 48:02.53; 5. Ron Haslam (Hon) 48:37.79; 6. Franco Uncini (Suz) 48:52.71; 7. Gustav Reiner (Hon) 48:53.58; 8. Mike Baldwin (Hon) 48:54.66; 9. F. Billioti (Hon); 10. Rob McElnea (Suz).

DISTANCE: 35 laps, 75.81 miles

RECORD LAP: Lawson, 1:20.46, 96.92 mph; old record Freddie Spencer 1984, 1:21.34, 95.92 mph.

500 Final Points: 1. Spencer (141); 2. Lawson (133); 3. Christian Sarron (80); 4. Gardner (73); 5. Haslam (73); 6. Mamola (72); 7. Roche (50); 8. de Radigues (47); 9. McElnea (20); 10. van Dulman (18); 10. Baldwin (18).

250cc: 1. Carlos Lavado (Yam) 41:57.99; 2. Anton Mang (Hon) 42:04.47; 3. Loris Reggiani (Apr) 42:11.35; 4. Manfred Herweh (Mas) 42:15.23; 5. J.M. Mattioli (Yam) 42:17.85; 6. F. Ricci (Hon) 42:26.30; 7. C. Cardus (Cob) 42:35.44; 8. S. Mertens (Yam); 9. D. Sarron (Hon); 10. R. Roth (Yam).

RECORD LAP: Lavado, 1:22.46, 94.53 mph: old record Wayne Rainey 1984, 1:24.41, 92.43 mph

250 Final Points: 1. Spencer (127); 2. Mang (124); 3. Lavado (94); 4. Wimmer (69); 5. Ricci (50); 6. Reggiani (44); 7. Carter (32); 8. Herweh (31); 9. Roth (29); Cornu (25).

125cc: 1. F. Gressini (Gar) 40:48.04; 2. Gianola (Gar) 41:09.44; 3. M. Vitali (MBA) 41:09.46; 4. B. Kneubuhler (LCR) 41:28.75: 5. A. Auinger (MBA) 41:29.06: 6. D. Brigaglia (MBA) 41:49.07: 7. O. Liegeois (MBA) 41:51.95: 8. J. Hautaniemi (MBA); 9. G. Grassetti (MBA); 10. J. Wickstrom (MBA).

125 Final Points: 1. Gressini (109); 2. Bianchi (99); 3. Auinger (78); 4. Gianola (77); 5. Kneubuhler (58); 6. Brigaglia (45).

80cc: 1. J. Martinez (Der) 33:59.94; 2. I. McConnachie (Kra) 34:02.88; 3. S. Dorflinger (Kra) 34:31.54; 4. H. Spaan (HC) 34:51.98; 5. G. Kafka (See) 34:52.65; 6. M. Herreros (Der) 34:52.69; 7. V. Splendorio 34:53.01; 8. G. Waibel (Rea) 35:08.63.

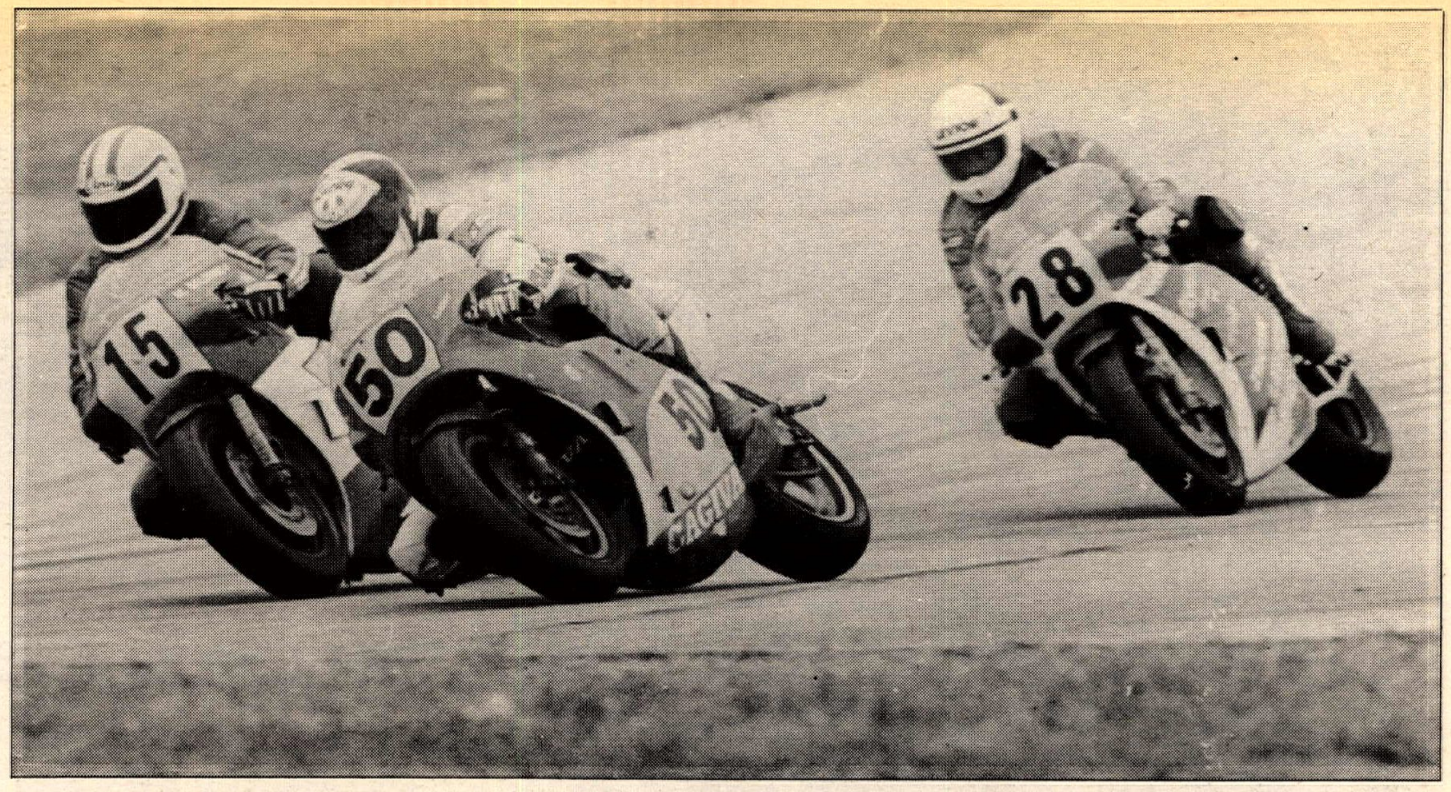
80 Final Points: 1. Dorflinger (86); 2. Martinez (67); 3. Kafka (48); 4. Herreros (37): 5. Waibel (35); 6. McConnachie (33).

QUALIFYING

500: 1. Lawson 1:19.63; 2. Gardner 1:20.49; 3. Sarron 1:20.57; 4. Haslam 1:20.71; 5. Mamola 1:21.03; 6. de Radigues 1:21.36; 7. Roche 1:21.85; 8. Reiner 1:22.20; 9. Baldwin 1:22.63; 10. Uncini 1:22.75.

250: 1. Lavado 1:22.55; 2. Ricci 1:23.05; 3. Reggiani 1:23.42; 4. Herweh 1:23.49; 5. Nieto 1:23.58; 6. Mattioli 1:23.61; 7. Sarron 1:23.61; 8. Mang 1:23.68; 9. Rademeyer 1:23.73.

125: 1. Gressini 1:25.78; 2. Vitali 1:26.59; 3. Bianchi 1:27.03; 4. Brigaglia 1:27.09; 5. Gianola 1:27.38; 6. Liegeois 1:27.38; 7. Chili 1:27.87; 8. Kneubuhler 1:28.41; 9. Auinger 1:28.53; 10. Selini 1:28.60.



(Above) Marco Luchinelli (50) puts the Cagiva ahead of Mike Baldwin (15) and Gustav Reiner in the 500cc race; Luchinelli DNF, Baldwin finished eighth and Reiner seventh. (Below) Mamola, Lawson and Gardner celebrate.

GP Notes:

Riders threaten 1986 strike

By Peter Clifford

Nineteen of the top riders have signed a contract that might see them miss several Grands Prix, starting with the South African at Kyalami, if the organizers do not double the prize money for next season.

The riders do have a very strong case for increase in prize money because it has changed little in recent years, while costs have gone up many fold. Between 1980 and 1985, the cost of the organizer of the prize fund has only gone up 0.5%. Even taking the 500cc class alone, the prize money has only gone up 20%, while in the same time period, the FIM themselves have increased their budget for traveling expenses of officials to meetings by 48%. This is not realistic because at the same time, race organizers have become responsible for hotel costs of FIM delegates, so the real increase would be much larger.

The riders have approached the FIM asking for increases before, but they have been told that the organizers cannot afford it. It seems that the FIM represents the organizers rather than the riders and hence want to keep the prize money as low as possible so that they can make the maximum profit. The profit on the German Grand Prix at Hockenheim, for example, is estimated to be over $1 million.

There is no popular sport that pays competitors so little. The top dollar in the U.S. P.G.A. Open Tour received $476,260 in prize money, while the 500cc World Champion in the same year, 1984, received $55,950. In the same year, the Men's U.S. Tennis Champion received $2,026.109. These figures and many more are contained in a document prepared by rider representative Mike Trimby to support the demand for more money.

The riders have no choice but to refuse to race unless their demand for an increase is met. The FIM will react strongly to this, no doubt, and already there is a strong pressure group in the FIM who intend to vote Luigi Brenni out of his office as President of the Road Racing Committee at the October Congress because they say he is too much in favor of the riders.

If this happens it would be a disaster because Brenni is one of the very few FIM officials who shows any sense or understanding in his dealing with the riders. He has done a great deal for circuit safety and other improvements over the last four years, and, if he is pushed out of office, relations between riders and FIM could go back to the dark days before the World Series in '79 when riders led by Kenny Roberts were so enraged by the narrow-minded attitude of the FIM that they tried to start a rival series to replace the World Championships.

Riders certainly have the right to look after their own financial well-being, and the main prize increases will not go to the top works men, but to the privateers who have to bear the costs of running the bikes themselves.

No Spencer

The Honda team could not hide their embarrassment when newly-crowned 250cc and 500cc World Champion Freddie Spencer did not turn up to ride at Misano. Spencer's personal spokesman, Mac McKay, explained that he had actually damaged his thumb when he fell from the RS250 Honda during practice at Silverstone, and then broke a bone when training in his gym before the San Marino Grand Prix.

It was very disappointing for the team, and more so for the organizers, who had taken over the running of the event from the Imola circuit at the last minute and then had their meeting devalued by the absence of the number one star. Many suggested that Spencer should have at least made an appearance with his plastered hand to personally give his regrets to the crowd that he could not ride.

Randy Mamola was nearly a second absentee when struck with a virus shortly after arriving in England on his way to Italy. He visited a childrens' hospital and was then laid low by a debilitating attack of an undetermined virus that made him miss the free practice on Thursday and left him weak for the race.

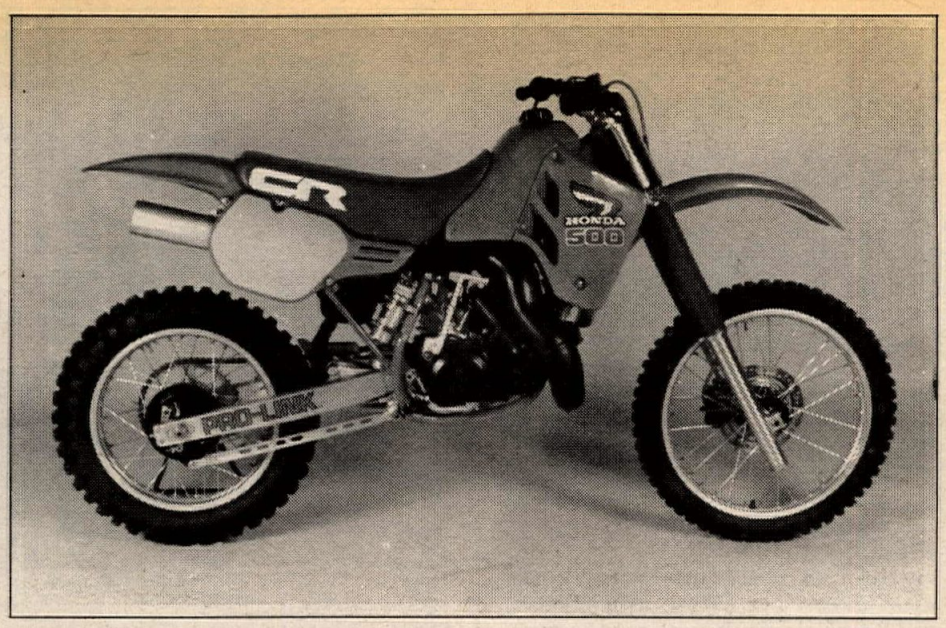
1986 rumors

There were plenty of rumors and very little certainty in the paddock at Misano concerning signing for 1986. The best news was that Eddie Lawson had been saved from being lost to U.S. Superbike racing despite a very good offer from American Honda. After Lawson's firmly-stated disagreement with Giacomo Agostini, Marlboro stepped in and eased the situation considerably by signing Lawson directly instead of letting Ago write the contract.

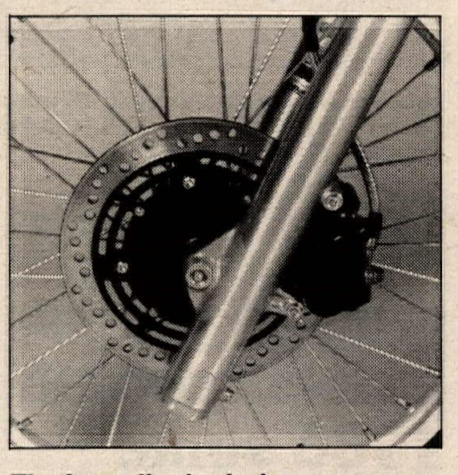
This removed one of the major points of disagreement, which was the fact that Lawson had never forgiven Agostini for paying him less money in '85 than he had before he won the World Championship in '84. Agostini was so keen to see Lawson remain in his team that he is reported to have made changes to the organization and running of the team that should make things better for both Eddie Lawson and Kel Carruthers in '86.

(Continued to page 23)

PHOTOS BY KIM W. PALMER



Kickstarting last year's air-cooled CR500R was a major task; this year's is slightly easier but isn't easy enough.



The front disc brake is super strong and has smooth action.

Test: 1985 Honda CR500R

It's water-cooled but hotter than ever!

By Kit Palmer

There's no secret that last year's air-cooled CR500 Honda left plenty of room for improvement. The CR had some strong points, such as suspension and handling characteristics, but problems with jetting, detonation and starting bugs far outweighed the good. Honda did its homework for 1985 by focusing its attention on these problems and improving the CR's already outstanding features.

Obviously the biggest change from the 1984 model is the addition of water-cooling, which some manufacturers, such as Yamaha (its YZ490 is the only Japanese air-cooled big-bore), feel isn't needed on Open-class motocrossers. But Honda thinks it's necessary, so the '85 CR has two large radiators in front of and slightly below the fuel tank; they cool the 491cc, single cylinder, two-stroke engine. The 89x79mm bore and stroke remains the same, but the compression ratio has been bumped up considerably from 6.7:1 to 7.4:1.

The 38mm flat-slide Keihin carburetor replaces 1984's round-slide Keihin, and the rubber boot from the carb to the airbox is slightly larger to improve breathing. The carb still feeds the cylinder through a full reed-valve induction chamber. Claimed horsepower is 60 bhp @ 6500 rpm, compared to last year's 58 bhp @ 6500 rpm.

To improve engine reliability, the main crank bearing retainer is now steel instead of plastic; the exhaust port is now bridged and the transmission's shifting forks are larger — this is also designed to improve shifting response when under a load. Transmission is still a five-speed with the same ratios as before, and the clutch is unchanged. However, the kickstarting gear ratio is new to improve starting, and the lever itself is stronger.

The exhaust pipe is all new and makes a few radical bends around the right radiator. At the end of the pipe is a new aluminum silencer with a sub-chamber to improve silencing; it mounts to the frame by one bolt, instead of two, and has a spring-loaded, slip-on fit to the pipe. (Last year's CR wasn't spring-loaded).

Motor mounts have been beefed-up and because of this, the CR uses only three mounts (plus a headstay) instead of four.

The CR's suspension and frame are slightly changed. The most significant change made to the frame is the distance between the footpeg and steering head — it's slightly longer to improve rider comfort. The diameter of the tubing is smaller, too, but the wall thickness has been increased.

Both front and rear axles are new: The front axle is 2.0mm larger in diameter, while the rear is 6.0mm longer. The front disc brake is the same, but the rear drum has an aluminum backing plate instead of magnesium and has been modified to improve sealing; shoe material is also different.

Rear suspension was slightly refined — the Showa's shock length and piston diameter are considerably lengthened and increased, and an automatic temperature compensation valve is added to reduce fading. It has 18 compression and 21 rebound damping adjustments with 12.6 inches of travel. The aluminum swingarm is now tapered.

The 43mm Showa forks have 12.0 inches of travel as well as 12 compression and damping adjustments and blue fork boots.

Other changes include a redesigned seat; a reshaped fuel tank that has slightly less capacity; M-37 and M-36 Bridgestone tires and rubber-mounted handlebars. The CR weighs 223.8 pounds dry, 1.1 pounds less than last year's.

Riding the CR

Kickstarting last year's 500 was a pure pain in the . . . ankle. Not only did it not want to start, but the kickstarter was poorly designed and left nasty bruises in the rider's shins and ankles when smashed against the footpeg at the bottom of the stroke. The new CR is better, but we're not impressed by the improvement. At least the bruises aren't as big, because it's slightly easier to nail a clean kick. Sometimes the CR would fire up on the first kick hot or cold, sometimes it wouldn't. If it didn't start on the first swipe, about five more would usually do the trick.

Unlike last year's CR, we were very pleased to find the '85 CR jetted right-on-the-money. There wasn't a hint of blubbering or hesitation anywhere in the powerband, just super-clean throttle response from down low all the way through the powerband, and it never pinged. We are impressed.

The CR has one of the strongest and smoothest powerbands we've ever felt on a big-bore two-stroke. It's got more than enough power for any rider, and the neat thing is, the powerband is so smooth the motor doesn't really *feel* all that powerful. But ride it carelessly, just wick the throttle wide open, and it'll open a rider's eyeballs in a hurry — either the front end will climb for the sky, or the back end will slide to one side and try to spit the rider off. But when ridden correctly and with respect, the right kind of power is always there.

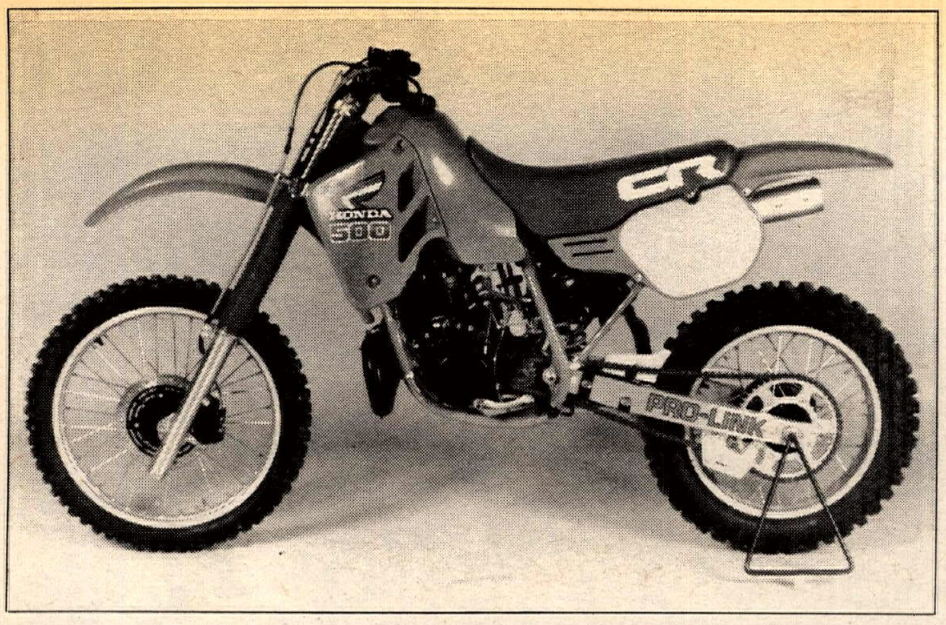
Compared to Kawasaki's KX500, the Honda's power delivery is much smoother and easier to manage, and there's less vibration. The KX might have more top-end horsepower, but it comes on the pipe later and is more explosive than the Honda, making the KX a real handful to ride.

Getting the CR off the starting line quickly is no problem — just drop it into second gear, slip the clutch slightly, then gas it. Shifting under a load doesn't faze the transmission, and the clutch has a super-smooth feel, making the Honda easy to control. One of our biggest gripes with the Kawasaki was that it couldn't get off the line quickly because it lacked low end; then when the power did come on, the bike would wheelie erratically — the Honda doesn't have this problem.

Shifting the CR is a cinch. We never had any problems with missed shifts with or without the clutch; a light tap on the lever is all that's needed to find the next gear.

The Honda has suspension that can keep up with the motor — but barely. The Pro-Link rear suspension is slightly better than last year's but there is still room for improvement. It handles the big rolling whoops okay, but the back end kicks too harshly over the smaller, squared-off bumps. It absorbs hard impacts — such as landing off huge jumps and drop-offs — comfortably and without bottoming.

The front forks do a decent job of soaking up the bumps, even on the gnarliest tracks, but the front end shakes when slowing down from high speeds. Sometimes it gets pretty bad,



(Above) The CR comes stock with Bridgestone M-36 and M-37 tires. (Below) The Showa shock does an adequate job absorbing the bumps.

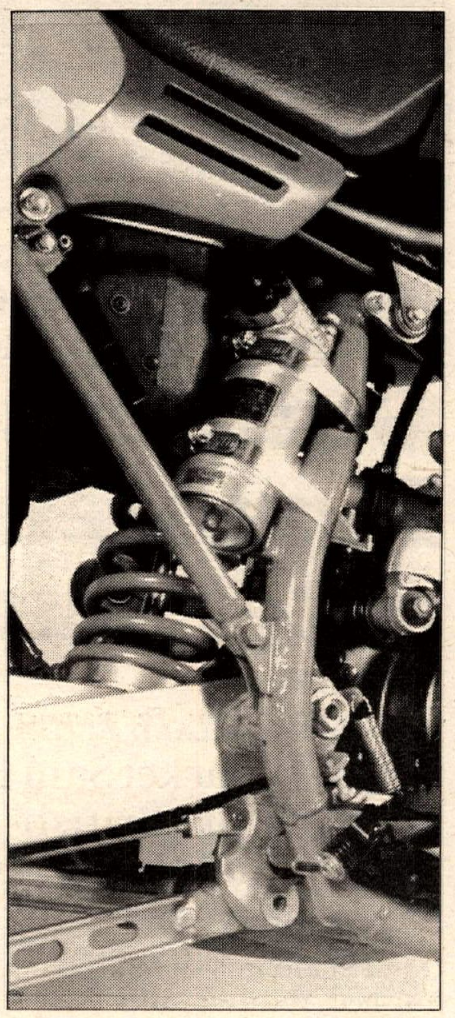
requiring a strong grip on the handlebars.

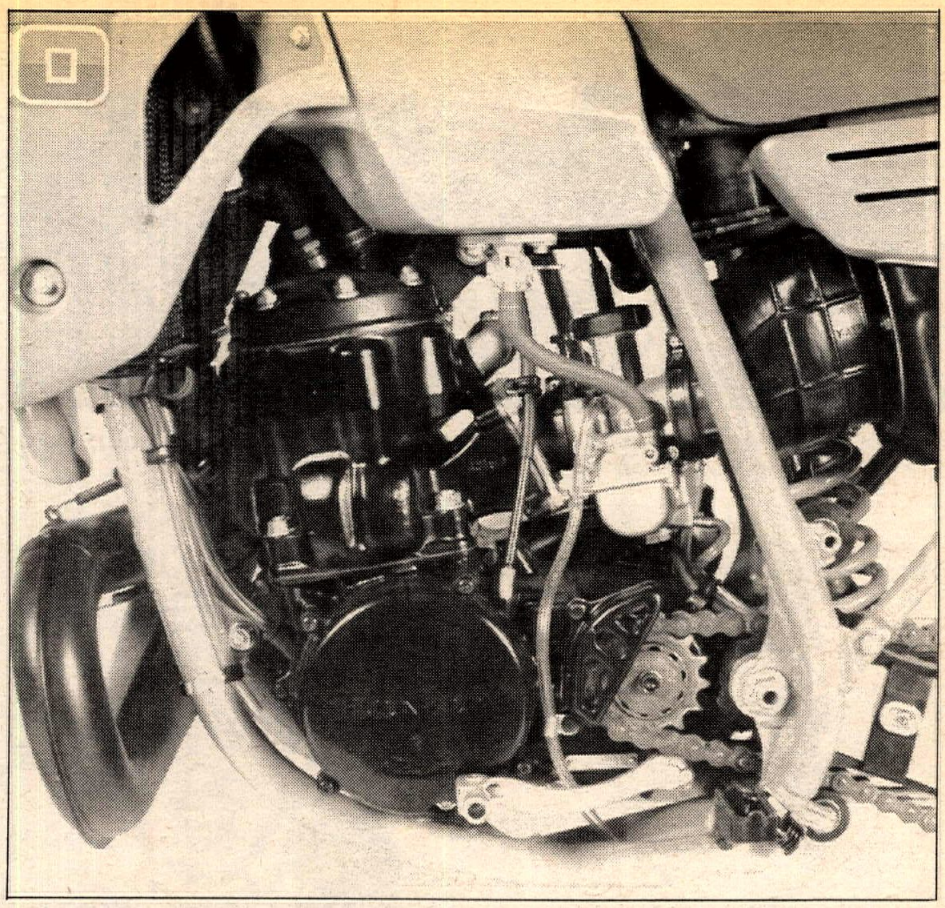
When comparing the Honda to the KX500 on a rough track, the Kawasaki has a slight edge over the Honda. The Honda absorbs smaller, squared-off bumps slightly better with less kick, but the Kawasaki is more stable over the bigger bumps at speed. The shock on the Honda fades more quickly and more noticeably than the Kawasaki's shock.

The CR is definitely a handler and doesn't really feel like an Open-class motocrosser, which is exactly the opposite feeling we got after riding the Kawasaki. The Honda feels more like a 250 in the turns; it goes where it's pointed, holds its line and can whip through turns with or without a berm. A lot of this stability must be credited to the excellent Bridgestone M-37 and M-36 tires, which work best on dry, hard-packed ground. However, the rear tire wears out quickly.

The CR is an easy motorcycle to ride for a two-stroke big-bore. It has a comfortable riding position but is a little wide at the gas tank. The Honda is well-balanced so it feels light in the turns and can be tossed around in the air off jumps. Controls are simple to find and easy to use; the clutch has a light pull and the throttle is very easy to twist.

Both brakes are very strong, but the rear is a little touchy when new; however, the shoes break-in quickly then have a smooth and controllable feel. The front disc is very strong, and one finger is enough to reel the big bike in for the turns.





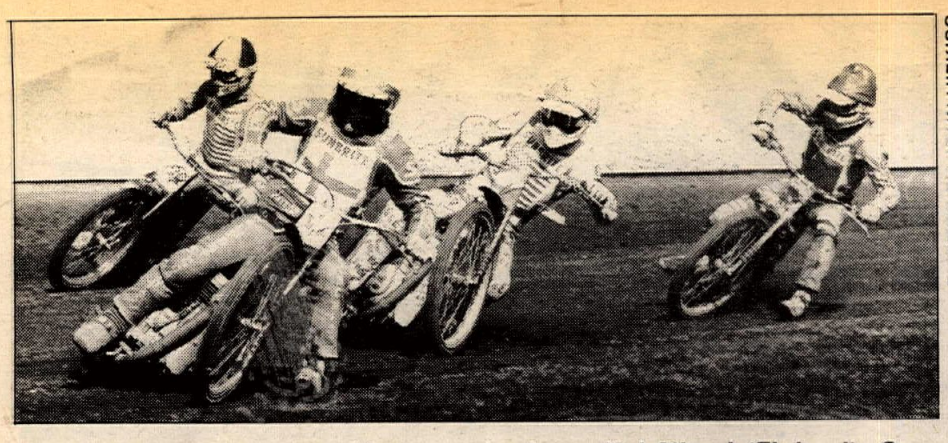
The motor is the Honda's strong point; it's very powerful, yet manageable. Flat-slide Keihin carburetor is new for 1985.

What makes the CR such a top-rate Open classer is its incredibly smooth, crispy-clean, torquey powerband. The motor has more than enough power for most riders, although a Pro rider might want a bit more on top. The best way to describe the Honda's suspension is simply okay; both the front and rear suspension get the job done but sometimes balk along the way.

Not only is the Honda an excellent motocrosser, it also makes a fun playbike. And after gearing it taller, the CR will keep many desert riders happy, too. Unlike last year's CR500, there isn't much for improvement. •

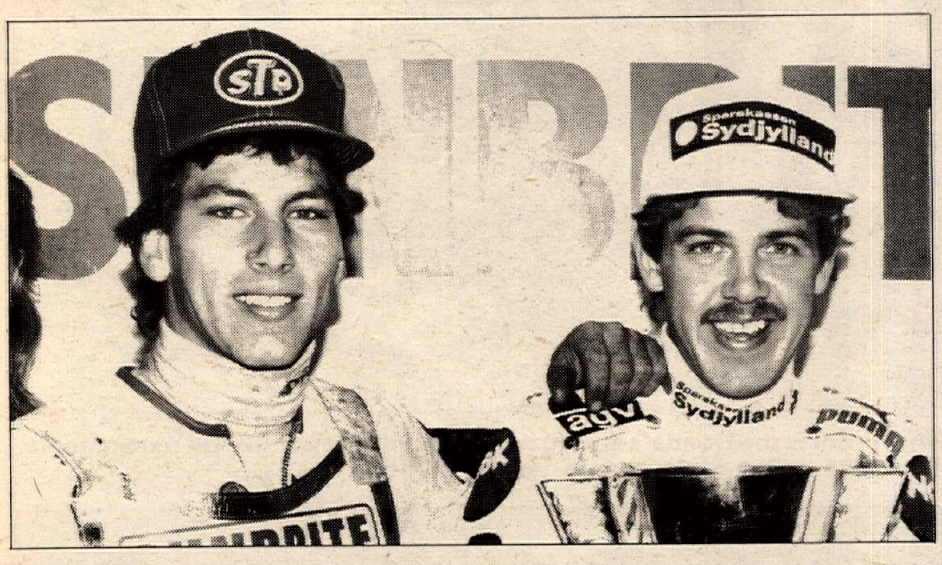
1985 Honda CR500R

Engine type	Liquid-cooled, reed-valve, two-stroke single
Bore x stroke	89.0 x 79.0mm
Displacement	491cc
Compression ratio	7.4:1
Carburetion	38mm flat-slide Keihin
Horsepower	60 bhp @ 6500 rpm
Torque	50.6 lb-ft. @ 6000 rpm
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Redline	7000 rpm
Primary drive	Straight-cut gear
Final drive	#520 chain
Gear ratios	
Primary	63/25; 2.520:1
Final	51/14; 3.642:1
5th	19/24; 0.791:1
4th	21/22; 0.954:1
3rd	23/20; 1.150:1
2nd	25/18; 1.388:1
1st	28/16; 1.750:1
Frame	Single downtube, double cradle
Rake	27.5°
Trail	4.4 in.
Front suspension	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	12.0 in.
Rear suspension	Single-shock swingarm
Rear wheel travel	12.6 in.
Front brakes	9.4-in. disc
Rear brakes	5.1-in. drum
Front wheel	1.60x21-in. alum. rim
Rear wheel	2.15x18-in. alum. rim
Front tire	3.00-21 Bridgestone M-37
Rear tire	5.10-18 Bridgestone M-36
Claimed dry weight	223.8 lbs.
Overall length	86.6 in.
Overall width	32.5 in.
Overall height	48.4 in.
Wheelbase	59.1 in.
Fuel capacity	2.3 gal.
Ground clearance	13.4 in.
Seat height	37.8 in.
Color	Red
Retail Price	$2598.

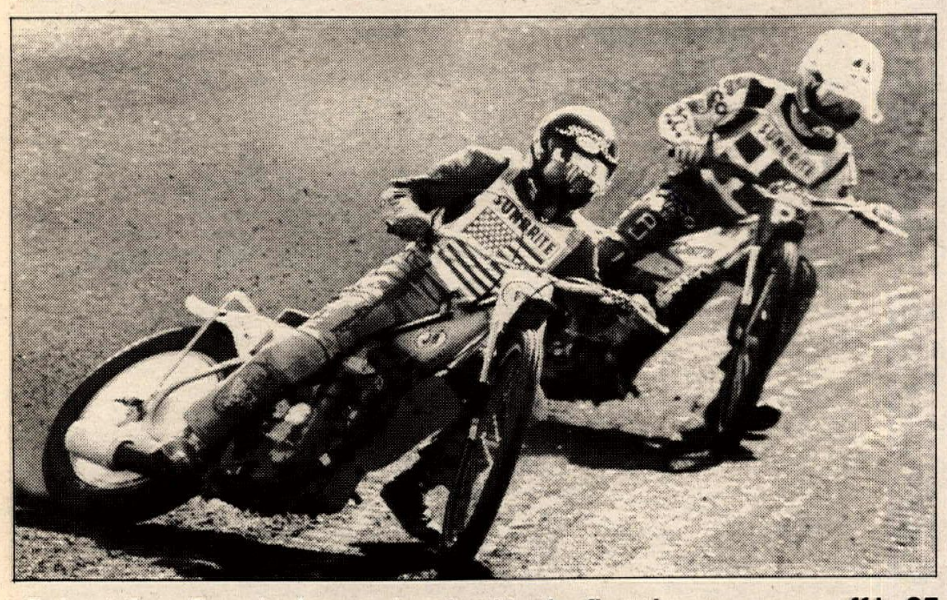


PHOTOS BY JOHN HIPKISS

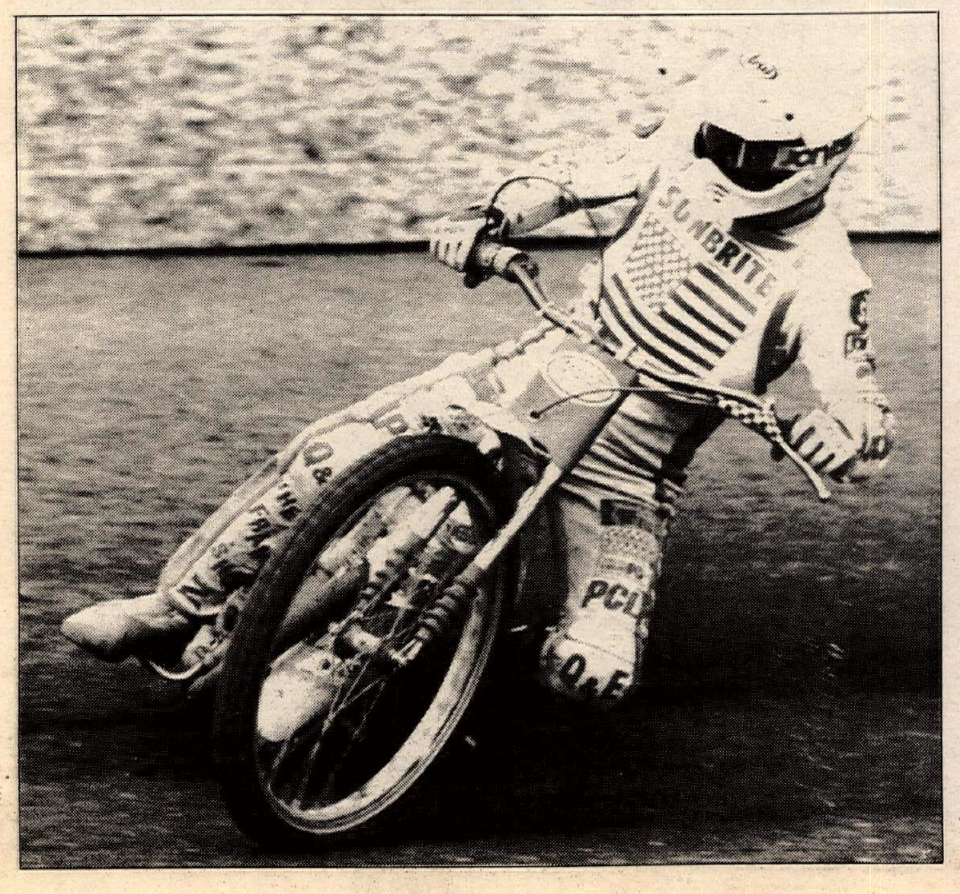
Lance King tries the outside around winner Kai Niemi (Finland), Sam Ermolenko and Viktor Kuznetsor in heat 14 at Odsal Stadium.

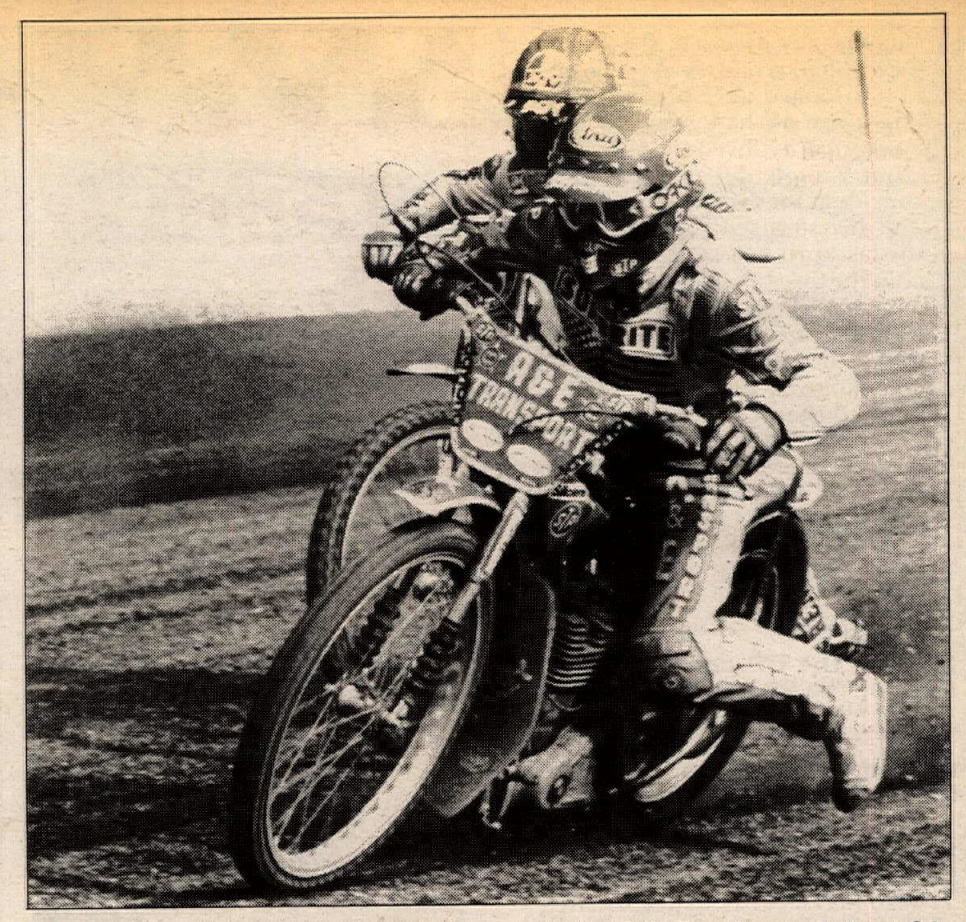


(Above) Sam Ermolenko and World Speedway Champion Erik Gundersen.
(Below) American John Cook leads Denmark's Tommy Knudsen.



(Below) Sam Ermolenko was involved in the first three-way run-off in 25 years after tying with Erik Gundersen and Hans Nielsen with 13 points.





Fourth-place finisher Shawn Moran sneaks by Erik Gundersen in heat 20.

1985 World Speedway Championship Final

Gundersen wins, Ermolenko third after run-off

By John Hipkiss

BRADFORD, ENGLAND, AUG. 31

Surprise-packet Sam Ermolenko, who turned his back on British League speedway this year to concentrate on the California circuit, kept the American colors flying high at Odsal Stadium, England, as he finished third in the World Speedway Championship Final.

Twenty-four-year-old Ermolenko succeeded where the more fancied American challengers failed, mastering the wide Odsal track in confident style and dropping only two points in his five heats to line up against the reigning champion Erik Gundersen and his fellow Dane Hans Nielsen in the first three-man title run-off in 25 years.

The final effort proved too much for Ermolenko, who rode for Poole Pirates in England last summer. He was left at the tapes and had to be content with third spot as Gundersen streaked away to retain his title. But it was a great run for Ermolenko, who was appearing in his first World Championship final.

He had not been rated in the pre-match forecasts. Shawn Moran, who had topped the scorecharts in the two meetings leading up to the final, the Overseas stage at the same Odsal Stadium and the Inter-Continental round in Sweden, could not produce the goods again, and neither could Lance King nor John Cook, but Ermolenko was always in the hunt for the title.

Rain had fallen steadily for several hours before the start, but the conditions changed in the warm sunshine and Ermolenko adapted well while others faltered. He had to take second place in his opening ride to Nielsen; he cut inside in the first turn to cause one of the early upsets, relegating World Champion Gundersen to third.

Ermolenko sorted himself out for his next heat after Danish rider Tommy Knudsen fell in the first turn, causing the race to be stopped. Moran made a good start in the rerun but Ermolenko shot through off the second bend and left his rivals behind.

Another win followed when he easily held off the challenge of Italy's Armando Castagna, but then suffered a setback in his fourth outing. "Sudden Sam" pushed hard, but Finland's Kai Niemi had the edge at the start and Ermolenko just could not find a way through.

At that point Nielsen was the only rider with a perfect score, but it was his turn to meet with disaster in his fourth ride when he slammed into the turn-one safety fence. It looked serious with ambulance men calling for a stretcher, but Nielsen got to his feet and was able to walk back to the pits feeling a little sore. He damaged his bike in the crash, switched to another machine for the restart, and finished third.

The incident left Nielsen with 10 points, tied with Ermolenko, Gundersen and Niemi with one round to ride. Niemi missed out but Nielsen

kept up the pace by scoring his fourth win. Ermolenko had to win his final race — it looked as if his chance of forcing a run-off had gone when he was outgated by Swede Jan Andersson, but Ermolenko swept past on the outside as they went into the third lap and then survived a tricky moment on the last turn before clinching his place in the three-man decider with a win.

Although he had to take third berth on the presentation rostrum, Ermolenko was delighted. "It has been pretty hard for me, because I haven't been riding in England this year," said Ermolenko. "I had some trouble with my motors in the World Team Cup final at Long Beach and I was a bit worried about my chances, but my old buddy Bobby Schwartz came to my aid.

"He found me a good engine which was specially tuned by Eddie Bull here in England, and it worked perfectly. I knew what was needed, I just had to go out there and do it. I was delighted."

Ermolenko has turned down the chance of finishing the season with Coventry in the British League. He wants to concentrate on the qualifying rounds of the American National championships and will be returning to the States after the three-match test series against England.

Moran, who was listed as favorite following his successes at Odsal in the World Pairs semi-final and the Overseas round of the championships, was disappointed but he had no excuses. "It just wasn't my day, I couldn't put my act together," said Moran and the same applied to Lance King, second in the Inter-Continental final, and to John Cook.

Gundersen was a good winner. It took a lot of courage and determination to fight back after his first-race setback, but with three-time world champion Ole Olsen in his corner to get him back on the right trail, the title was always in his sights.

The champion kept the world press waiting at the usual post-match conference. The three winners had to have a formal drugs-test medical and while Ermolenko and Nielsen made an early appearance there was a mysterious announcement that Gundersen had been delayed. When a relieved champion finally appeared, he explained he had difficulty in supplying the necessary sample. It took two bottles of Coke, two pints of water and a running shower to get him started.

Kelvin Tatum, the only representative of England in the final on his home territory, faded badly after winning his first heat and finished eighth with eight points. The bottom five places in the score chart were all filled by the qualifiers from the Eastern zone, including 1983 champion, West German Egon Muller. •

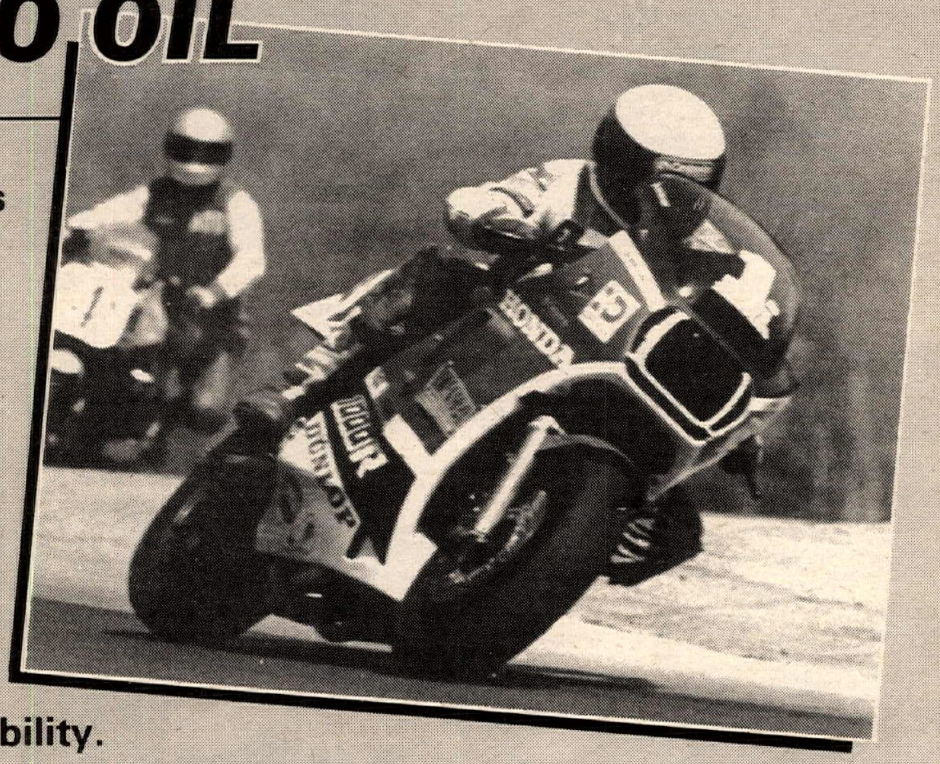
Results

OVERALL: 1. Erik Gundersen (13); 2. Hans Nielsen (13); 3. Sam Ermolenko (13); 4. (TIE) Shawn Moran/Kai Niemi/Tommy Knudsen (10); 7. John Cook (9); 8. Kelvin Tatum (8); 9. (TIE) Jan Pedrsen/Jan Andersson (7); 11. Lance King (6); 12. Egon Muller (5); 13. Armondo Castagna (4); 14. (TIE) Viktor Kuznetsov/Zoltan Adorjan (2); 16. Karl Maier (1).

HEAT DETAILS

1: Tatum, 61.9 seconds, Muller, Kuznetsov, Castagna.
2: Moran 62.1, Niemi, Maier, Cook (fell-remounted).
3: Pedersen 60.5, Knudsen, Andersson, King.
4: Nielsen 60.4, Ermolenko, Gundersen, Adorjan.
5: Ermolenko 60.2, Knudsen, Moran, Tatum.
6: Gundersen 60.0, Cook, Pedersen, Kuznetsov.
7: Nielsen 60.3, King, Muller, Maier.
8: Niemi 61.7, Castagna, Andersson, Adorjan.
9: Cook 61.0, King, Tatum, Adorjan.
10: Nielsen 60.1, Andersson, Moran, Kuznetsov.
11: Gundersen 60.0, Niemi, Knudsen, Muller DNF.
12: Ermolenko 61.6, Castagna, Pedrsen, Maier.
13: Gundersen 59.3, Tatum, Andersson, Maier.
14: Niemi 60.4, Ermolenko, King, Kuznetsov.
15: Moran 61.0, Muller, Pedersen, Adorjan.
16: Cook 60.1, Muller, Pedcersen, Adcorjan.
17: Nielsen 60.2, Tatum, Pedersen, Niemi.
18: Knudsen 60.6, Adorjan, Kuznetsov, Maier.
19: Ermolenko 61.3, Andersson, Cook Muller.
20: Gundersen 60.7, Moran, King, Castagna.
RUN-OFF: Gundersen 59.9, Nielsen, Ermolenko.

Team Ontario Current AMA Endurance Champions Win With SPECTRO OIL



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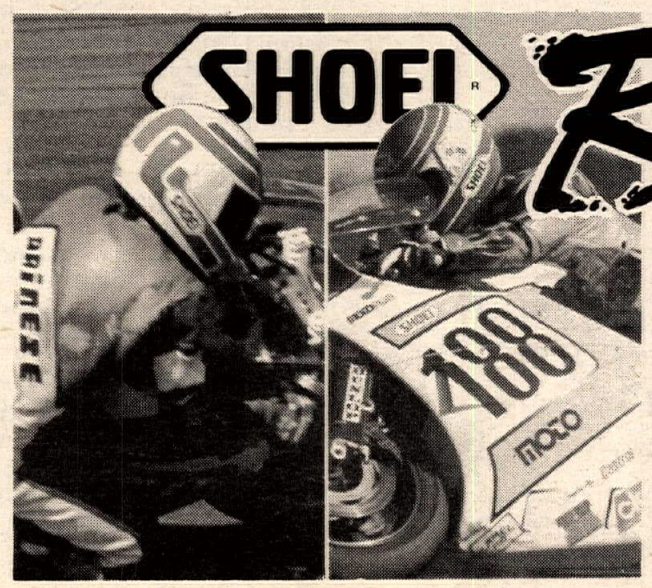

SHOEI

Race Notes

SHOEI Wins Two At Brainerd

ALAN LABROSSE Wins his first Camel Pro Series AMA Formula One National at Brainerd International Raceway, MN wearing a SHOEI Helmet.

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PHOTOS BY ROLFE OTTERNESS

(Above) John Martin crosses the water en route to the Millville win. (Below) Mark Hyde caught Martin at one point, but finished second.

Ed Lojak wheelies his Husqvarna to a third-place finish.

AMA National Championship Hare Scrambles Series: Round 9

Martin manhandles Millville HS

By Rolfe Otterness

MILLVILLE, MN, SEPT. 1

Can-Am's John Martin captured the overall win in the National Hare Scrambles organized by the Golden Eagles M.C. This continues Martin's stranglehold on the event as this is the fourth year in a row he has won it. Finishing in three hours, 27.57 minutes, he was the only rider to make seven laps.

Husqvarna's Mark Hyde was second overall and first in the Open class, but Husqvarna-mounted Ed Lojak gave Martin the toughest time.

Indiana's Bob Bean led the combined 250cc-Open A wave around the Spring Creek Park MX track and then into the woods. He held on to the lead until twisting his knee on a tree stump about three-quarters of the way through the first lap. Can-Am's Geoff Ballard pushed ahead for the next few miles, but his engine seized as he hit the water crossing nearing the end of the circuit. Martin put his Can-Am into the lead for good at this point with Ballard, Hyde and local MXer Jeff Sorenson rounding out the top four at the conclusion of the first lap.

Lojak moved up from sixth to second on the second lap and caught Martin when Martin stopped briefly in the pits on the second round.

"I looked back and saw Ed coming and I thought 'Oh, oh . . . here comes the wild man.' We started a dice around the motocross track and were side-by-side going through the whoops when he stalled his bike in mid-air," said Martin. "He must have hit the brakes."

Lojak restarted quickly and trailed Martin by only 15 seconds as they hit the woods. The next two laps were the toughest for Martin as Lojak was only 15 to 20 seconds behind.

The fourth lap saw Martin stretch his lead to over a minute, aided by very fast pit crew action. Hyde trailed Lojak by three minutes but led Sorenson by the same interval. Jack Lane was running fifth after a strong charge through the ranks, but seized and Ballard displaced him.

Lojak's chain broke and a quick repair left him third overall behind Martin and Hyde at the conclusion of five laps. Martin had a five-minute cushion at this point and stretched it to six minutes on the next lap. He continued on for a seventh lap although he could have waited for the three-hour mark and finished safely ahead of Hyde, who was six minutes back for second. Lojak trailed his teammate by two minutes at 3:06.03. Ballard was fourth with a five-minute lead on Honda-mounted Sorenson.

Jeff Fredette took the 200cc A class win as he was the next rider overall. Dan Fargen, riding a Yamaha out of Middleton, Wisconsin, was second in the 200cc A class about five minutes behind Fredette.

Dick Burleson aced the Senior class with a strong ride on a Husky 430 Automatic, edging KTM-mounted Barry Higgins by about three minutes. The Super Senior win went, as usual, to Can-Am's Jeff Smith.

Martin was happy with the win and accepted congratulations from friends and family at what is his "home" track. He has a strong shot at the National Championship with Mark Hyde also a major contender.

"I wasn't real happy with the way I rode," said Hyde. "I made too many little mistakes, but the results are okay. I should be tied with John going into the last event."

Rider comments were very favorable with regards to the sponsoring club, the Golden Eagles. They put on what may be the best organized event in the series, with help from major sponsors Husqvarna, Scott USA, Hi-Point and Coca-Cola. Can-Am and Husky provided contingency money and local dealers donated merchandise for the 174 riders.

The event was threatened by rain early in the day, but the sky cleared later in the afternoon. Seven miles of woods with about five miles of grass track, pasture and MX track gave the riders plenty of challenges. ●

Results

OVERALL: 1. John Martin (C-A); 2. Mark Hyde (Hus); 3. Ed Lojak (Hus); 4. Geoff Ballard (C-A); 5. Jeff Sorenson (Hon); 6. Jeff Fredette (Kaw); 7. Steve Swenson (Hon); 8. Joe Zierman (Hus); 9. Dick Burleson (Hus); 10. Craig Janzig (Yam).

FOUR-STROKE A: 1. Mike Treadway (Hon); 2. Austin Clews (C-A); 3. Alan Barker (C-A).

SR A: 1. Dick Burleson (Hus); 2. Barry Higgins (KTM); 3. Henry Stankewicz (Hus); 4. John Gallagher; 5. Jay Hern (KTM).

SUPER SR: 1. Jeff Smith (C-A); 2. Charles Galbraith (Hus); 3. Corky Root (C-A); 4. Lawrence Hayes (C-A); 5. Stewart Nowlin.

125cc A: 1. Stephen Chapkovich (Suz); 2. Curtis Comer Jr. (Hon); 3. Bruce Keranen (KTM); 4. Brandon Hopkins (Kaw); 5. Ronald Bertrand (KTM).

200cc A: 1. Jeff Fredette (Kaw); 2. Dan Fargen (Yam); 3. Larry Bergquist (C-A); 4. Mike McCarren (Yam); 5. Willard Root II (C-A).

250cc A: 1. Ed Lojak (Hus); 2. Geoff Ballard (C-A); 3. Steve Swenson (Hon); 4. Joe Zierman (Hus); 5. Craig Janzig (Yam).

OPEN A: 1. Mark Hyde (Hus); 2. Jeff Sorenson (Hon); 3. David Peters (Hus); 4. Bob Bean (Hus); 5. Monty Rockey (Hon).

SR B: 1. Jim Spencer (Hus); 2. Ronald Less (Hus); 3. Jerry Bumgardner (Kaw); 4. Jerry Becker (Suz); 5. Dean Borris (Hus).

200cc C: 1. Rollan Pederson (Kaw); 2. Jimmy Theriault (Kaw); 3. Paul Potter (Yam); 4. Douglas Muellner (Kaw); 5. Peter Westlin (Kaw).

250cc C: 1. Dale Lindbeck (Yam); 2. Phil Peterson (KTM); 3. Ken Warwick (Kaw); 4. Doug Schulz (Yam); 5. Floyd Martineau (C-A).

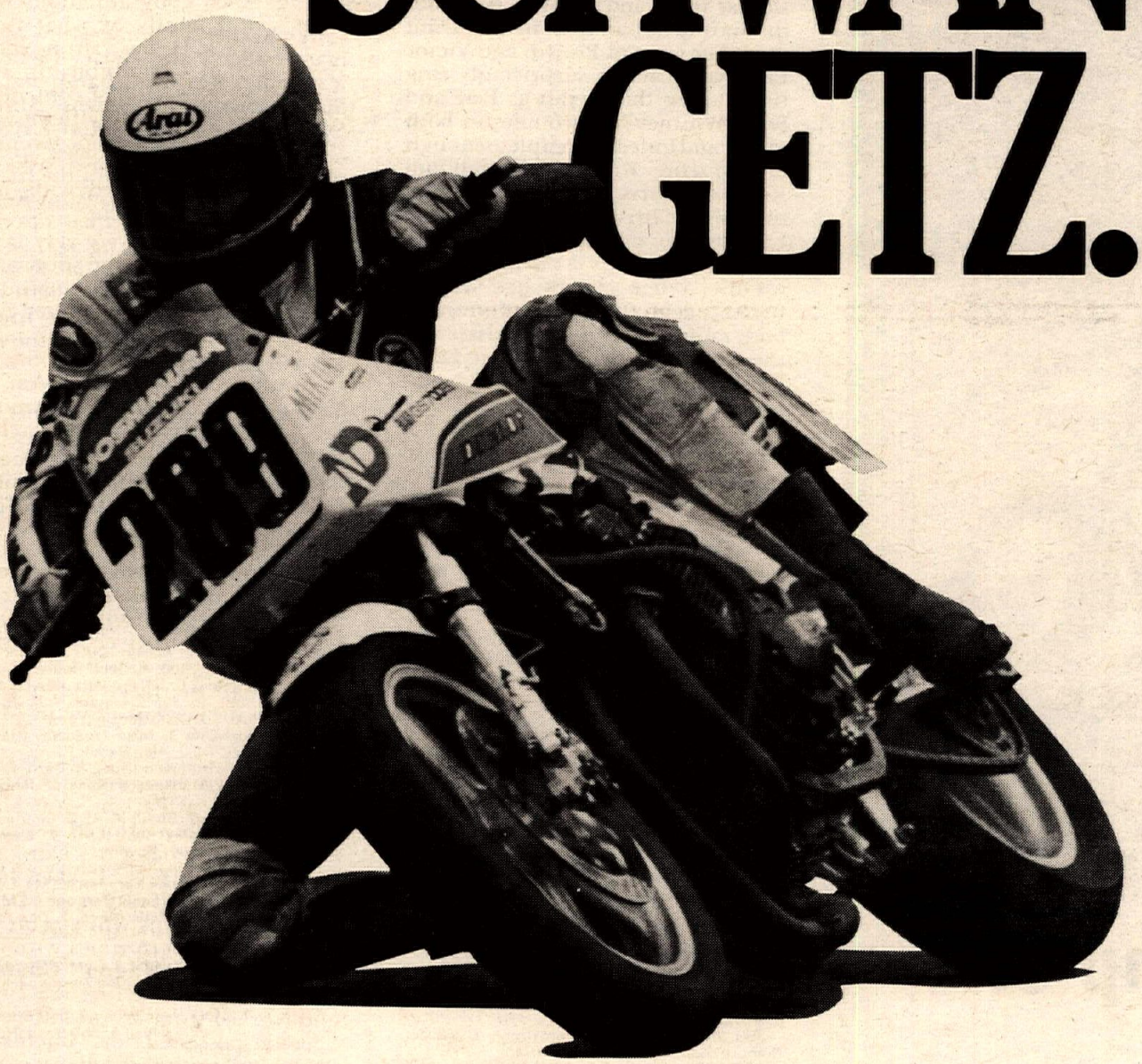
OPEN C: 1. Doug Walberg (Hon); 2. Dan Fagerlind (Hon); 3. Joe Langanki (Hon).

200cc B: 1. Dennis Fett (Yam); 2. Brian Terry (Kaw); 3. Chris Olson (Yam); 4. John Myrin (C-A); 5. Ronald Molus (Kaw).

250cc B: 1. John Mtolamaki (Yam); 2. Scott McLaughlin (Hon); 3. DeWayne Deboer (Yam); 4. Kenneth Wright (KTM); 5. James Voightlander (Yam).

OPEN B: 1. Marvin Heitcamp (C-A); 2. Mike Burkhart (Hon); 3. Dale Fett (Yam); 4. Dale Sanborn (KTM); 5. Keith Bowden (Hus).

WHAT SCHWANTZ WANTZ SCHWANTZ GETZ.



With thousands of eyes on him, he took it. And there wasn't a thing they could do. Kevin Schwantz stole the lead and breezed to victory in the 10th round of the AMA National Superbike Championship at Sears Point.

Schwantz finished 7 full seconds ahead of the competition to post his first back-to-back victories of the year.

There's no stopping Schwantz and his Yoshimura Suzuki. The more they get, the more they want.

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PHOTOS BY JOHN BETHEA

(Above) On a White Bros.-tuned TT600 Yamaha, Warren Reid won the Open Pro class; (below) Eric Eaton went 4-2 for fourth overall.

CMC 4-Stroke Championship

Reid wins thump-off

By John Bethea

GORMAN, CA. AUG. 31, 1985

Riding a White Bros-prepped TT600 Yamaha, Warren Reid was the top money winner at the Seventh Annual Continental Motosport Club's 4-Stroke Championships at Hungry Valley's SVRA Quail Canyon MX track in Gorman, California. Reid easily won the Open Pro moto and went-wire-to-wire in the second to capture the overall at the Yokohama Tires/Pro-Tec Racing-sponsored event.

Reid jumped out to an early lead at the start of the first Open Pro moto and looked to be a sure winner with ATK-mounted Ed Arnet trailing in second. Near the back of the pack after having a poor start was Pro-Tec's Eric Eaton; by the middle of the race, Eaton was on the gas and started pressuring the leaders. With only a few laps remaining, Eaton was glued to Arnet's rear fender as the two started gaining on the leader Reid. Eaton tried to dive underneath Arnet in every turn, but Arnet wasn't about to give up.

When the white flag came out signaling the final lap, both Eaton and Arnet crashed. In turn two, Eaton made a last-ditch pass attempt on Arnet and was successful, but Eaton went into turn four too hot and the front wheel washed out. Arnet had no place to go and plowed into the downed bike. As the two raced to remount their machines, fourth-place rider Randy Rodriquez (ATK) thumped by and into second. Arnet managed to restart his bike first and finished the moto in third; Eaton wasn't so lucky. By the time he got going, Tracy Oswell (ATK) cruised by to finish fourth ahead of Eaton. Mike Baker took sixth.

Moto two, once again, saw Reid jump out to the early lead, followed by Eaton, Arnet and Rodriguez. Unlike the first moto, the second was without drama as the four stayed in the same positions through out the moto. Reid took the overall; Arnet was second, while Rodgriquez edged Eaton for third overall.

Reid also rode as a passenger aboard Lance Brown's Yamaha in the first sidecar moto and finished fifth, but the duo did not compete in the second race. The team of Phillip and Victor Palfreyman had a surprisingly easy time taking the overall as Pete and Scott Whitney had troubles in both motos and failed to complete enough laps to score. Duane McDowell and Ramsey Harris traded second and third with Chris Johnson and Randy Langosh to take second place far back off the pace.

Only a few classes had overall winners denied the thrill of winning both motos. One of these classes was the 350cc Junior class when Larry Troutman outscored Weldon Nomura. Troutman won the first, and took second in the second moto, while Nomura went 3-1 for second overall.

In the Old Timer Sportsman race, George Erl tallied a 1-2 score to beat Lowell Smith's 4-1, who ended up second overall. Third and fourth went to Can-Am riders Larry Owens and David Breetwor.

In the money-paying Vet Master division, Randy Rodriquez (ATK) added to his Open Pro paycheck with a 1-1 sweep, while 500cc Pro runner-up Bob Rutten (Hon) finished second once again. Jim O'Neal (ATK) finished third, narrowly beating Honda rider Tom White.

Husqvarna-mounted Karel Kramer went 1-1 to nail the Vet Sportsman class win. Taking second to Kramer in both motos was Reid Franke (Hon), while Rich Hansen (C-A) took third.

Results

150-200 JR: 1. Steve Fernandez (Hon); 2. Bob Symons (Hon); 3. Ray Baum (Hon).
250 JR: 1. Reid Franke (Hon); 2. Charles Burnett (Hon); 3. Von Wallace (Kaw).
350 JR: 1. Larry Troutman (Hon); 2. Weldon Nomura (Hon); 3. Glenn Turner (Hon).
OPEN JR: 1. Victor Triepke (ATK); 2. Abe Baumann (C-A); 3. Mike St. John (ATK).
500 JR: 1. Tom Hoskins (Hon); 2. Garry Leitner (KTM); 3. Mike Ishida (Hus).
150-200 INT: 1. Jimmy Lewis (Hon).
350 INT: 1. Dave Riker (Hon).
500 INT: 1. Marc Peters.
OPEN INT: 1. Craig Robertson (Yam); 2. Jeff Blix (Yam); 3. Donny Sievertson (Hon).
500 PRO: 1. Ed Arnet (Hus); 2. Bob Rutten (Hon).
OPEN PRO: 1. Warren Reid (Yam); 2. Ed Arnet (ATK); 3. Randy Rodriguez (ATK).
OT SPTSMN: 1. Jimmy Lewis (Hon); 2. Kenny Grobe (Suz); 3. Wynne Nomura (Hon).
VET SPTSMN: 1. Karel Kramer (Hus); 2. Reid Franke (Hon); 3. Rich Hansen (C-A).
VET MSTR: 1. Randy Rodriguez (ATK); 2. Bob Rutten (Hon); 3. Jim O'Neal (ATK).
SIDECAR: 1. Philip/Victor Palfreyman (Yam); 2. Duane McDowell/Ramsey Harris (Yam); 3. Chris Johnson/Randy Langosh.

TEN YEARS AGO

Yvon Duhamel won the Formula 750 road race in Assen, Holland aboard his 750 Kawasaki. Duhamel defeated Australian **Jack Findlay** and **John Newbold**; Englishman **Barry Ditchburn** was leading by 46 seconds when he ran out of gas in the closing stages of the race.

Formula One car builder **Lord Hesketh** was rumored to be considering the production of an all-new British "Superbike" to compete head-to-head with the Japanese.

With their backs against the September 9 filing deadline, the San Gabriel Valley MC voted solidly to apply for the Special Land Use permit to hold the 1975 Barstow-to-Vegas race. The decision came after the club had considered all sides of the question — the risks and the costs involved in a head-to-head fight with environmentalists over the last of the great point-to-point races.

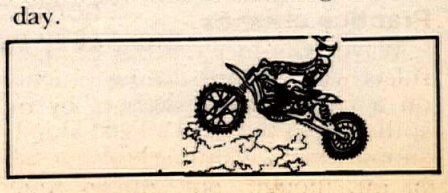
Corky Keener led home fellow Michigan residents and Harley-Davidson teammates **Rex Beauchamp** and **Jay Springsteen** at the Syracuse Mile in Syracuse, New York. **Mert Lawwill** and **David Aldana** followed Springsteen, leading a sweep of the first 15 places by Harley-Davidson. **Kenny Roberts** crashed his Yamaha twin in turn three after deciding against riding the water-cooled TZ750. Roberts' Yamaha was bent and he refused a ride in the ambulance saying "I might as well walk back to the pits, I've got nothing else to do."

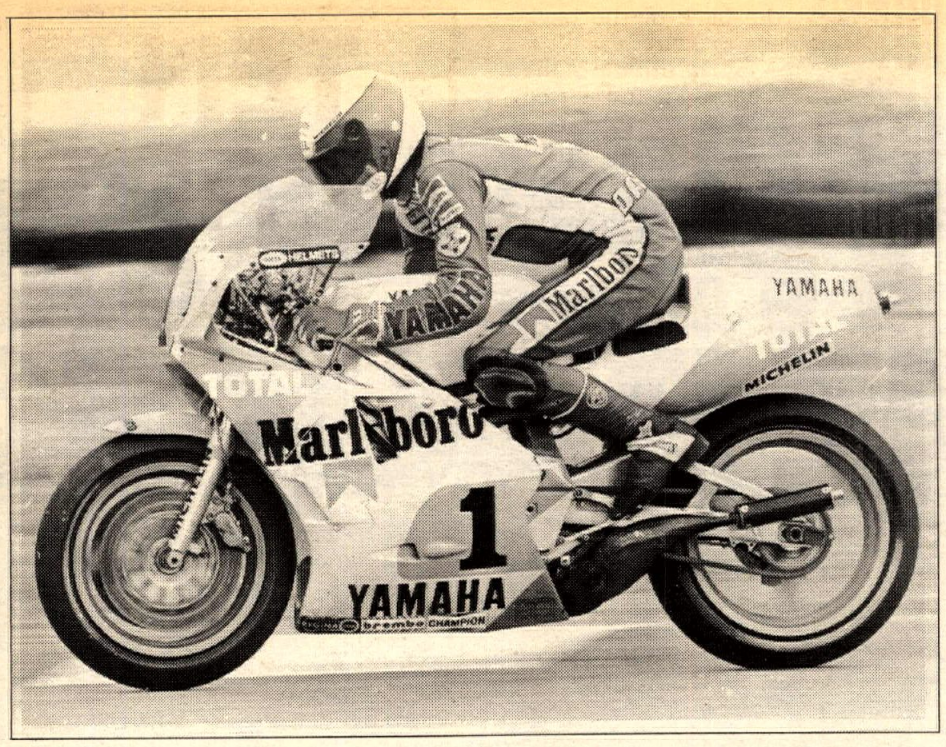
Yamaha introduced its TT500 and its state-of-the-art forks with seven inches of travel and laydown shocks. The SOHC 500cc four-stroke single looked neat and clean, although a bit bulky in the lower cases.

After running side-by-side for most of the race, **Mitch Mayes** defeated **Rex Staten** to win the SCORE/AC Delco Off-Road race in Riverside, California. Staten managed to open up a big lead late in the race, but his bike broke on the last lap allowing Mayes to take the win.

In the Western Region Can-Am qualifier at Spillway Park in Santa Maria, California, **Chip Howell** swept the Open class after an early battle with **Ken Frost** and **Havey Bakker.** In the 125cc race, **John Tessitor** and **Dennis Curtis** traded wins while **Scott Karl** split them up both times with a 2-2 score. **Danny "Magoo" Chandler** crashed early in the first 125cc moto and worked from last to fourth in a "demon-possessed ride," but his bike "blew up" in the second moto.

Jim Holley beat **A.J. Whiting** and **Chris Hackman** in the Mini Expert class at the Indian Dunes/AME Motocross in Valencia, California on August 29 and followed that up with another win over Whiting the next day.





Eddie Lawson finished the 1985 season with a win in Misano and appears set to challenge Freddie Spencer in 1986 on the Marlboro Yamaha.

GP Notes:

(Continued from page 15)

The question of the Kenny Roberts 500cc team still hangs in the air, with the strongest rumors being that Wayne Rainey will be one of the riders on the works Yamahas and that Randy Mamola could be the other.

If one assumes that Spencer will sign for Honda again, Wayne Gardner seems the most likely to join him on the V-fours, and Honda has said that there will not be many of the top machines to go around. Other Honda riders will probably have to put up with the threes and both works and privateer machines will have similar engines to this year but twin spar frames very similar to the V-four NS500 and the RS250.

Ron Haslam could join the Elf team run by Serge Rosset because he will join Didier de Radigues and Christian Leliard in the squad for the Macau Grand Prix in November. Honda Britain may not run a team at all, particularly as Gerald Davison, the Honda Britain director most interested in racing, has resigned.

Indirectly, Honda has promised Alan Carter a works RS250, and Japanese ace Tereo Fukuda, who missed the entire '85 season through injury, will also get a bike. Retired GP star Takasumi Katayama was at Misano to tie up some deals for Fukuda, who still has to undergo surgery on his injured leg, but Katayama stated that Fukuda, needed little help running his team and his own plans were not clear. He would race again when he felt like it but not at the Grands Prix and the TT in the Isle of Man is a likely outing for the ex-350cc World Champion.

Yamaha will field Martin Wimmer and Carlos Lavado on V-twins, and they could well be joined by Manfred Herweh if a deal between his sponsors, Massa Real, and Yamaha is completed. Massa is a huge hypermarket chain and they are talking to Yamaha about selling their bikes directly through the stores. At the moment, they only sell the Real mopeds. Such a deal to sell the bikes would include their man Herweh getting a works 250.

Practice crashes

Wayne Gardner was one of many riders who crashed during practice on a circuit made slippery by oil spilled from the local VF400 Honda support races. Gardner did not fall on oil, though, but slipped from overbraking when Lawson and Roche pulled out of the pits in front of him.

"It was not their fault," said Gardner, who escaped with a slightly-sprained wrist. "They just pulled out of the pits when the lights went green, but as they arrived at the first corner they were still going quite slowly. I was coming up fast and they were just getting to the apex where I wanted to be. I had to slow down really hard and just lost the front end."

Sergio Pellandini fell in his first meeting of the season and suffered a concussion, bad luck after a season lost through his old ankle injury.

Elf 2

The Elf 2 appeared again with yet more changes and Didier de Radigues tried one of the two bikes during practice. The latest alteration makes the bike even more illegal than it was before, as it now has a huge header tank positioned under the dummy tank seat cover between the rider's legs and behind the radiator. The main tank is still under the engine, and two tanks are against FIM regulations. The cooling air now exits through slits at the riders knees, as it cannot pass out through the back of the bike because of the new tank.

There were more changes to the front suspension geometry, but they did not prevent Leliard from being thrown off once more when the bike started hopping under braking, a fault that has plagued the bike from the beginning.

Vitali's 125cc and 250cc

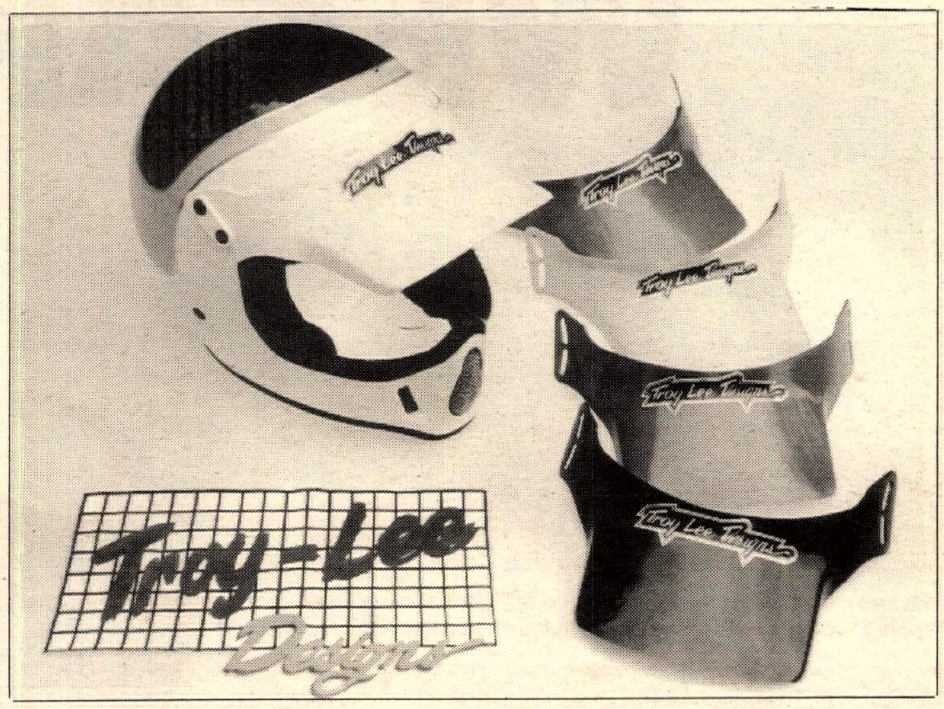
Italian Maurizio Vitali had his work cut out at Misano testing a new frame for his V-twin 250cc Garelli and riding his old 125cc MBA.

It has been a difficult season on the 250 Garelli and the team decided to build a new frame to test out ideas for the '86 version. One of Vitalli's was so low his knees were always dragging on the ground, and hence he could not lean over far enough.

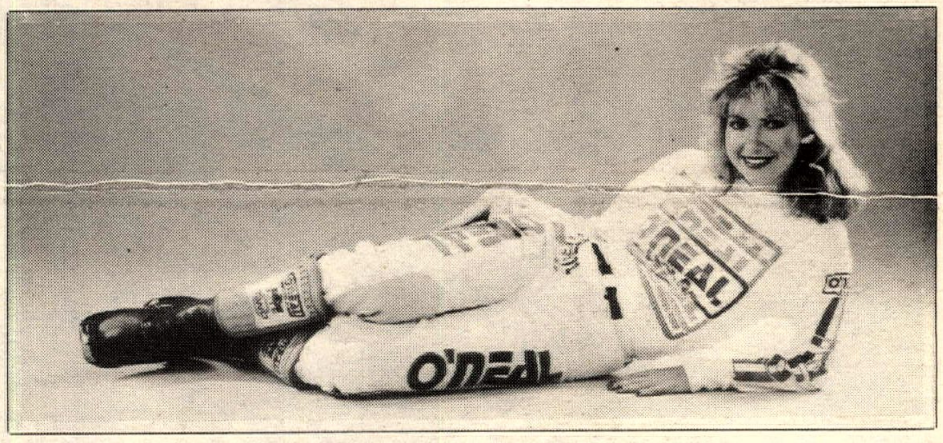
The replacement frame is a tubular-steel structure but built like a twin spare frame with four tubes, two on each side of the engine from steering head to swinging arm pivot.

Vitali's also made a comeback in the 125cc class, obstensibly to give him the satisfaction of a good result after a trying year on the 250cc, but it is no coincidence that Garelli needed some help if their man Fausto Gressini was to stand any chance of beating championship leader Pier Paolo Bianchi. •

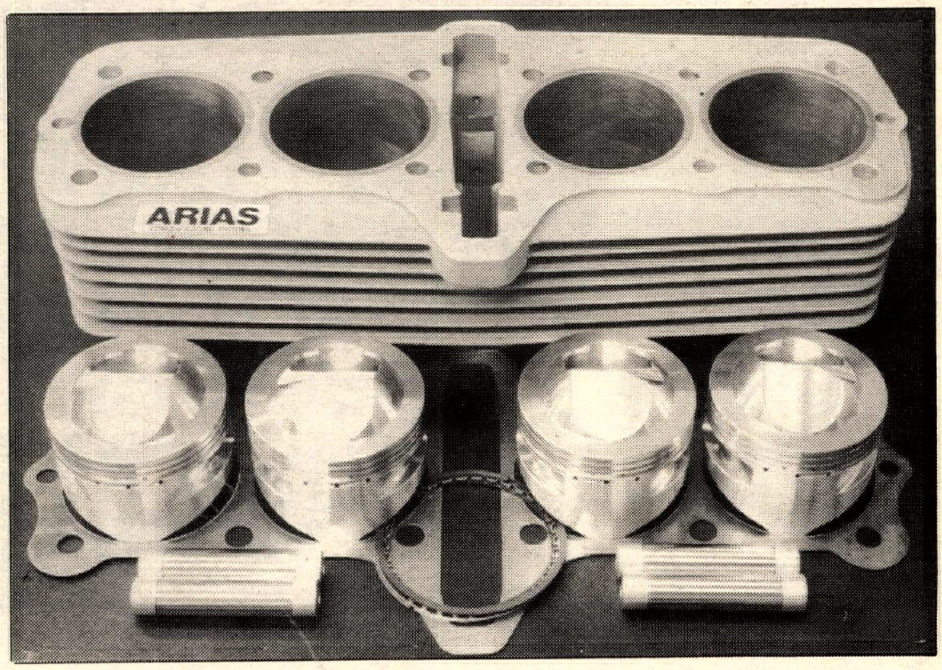
NEW products



Troy Lee Designs has visors designed to bolt onto the Bell Moto 4 and Mag 4 helmets. They are made from injection-molded plastic and come with a mounting package which includes four button-head allen screws and two colored clips. Find the $9.95 units at your dealer or contact Troy Lee Designs at 714/371-5219.



O'Neal Ultra-Lite pants sell for $89.95 and have an elastic inner waistband, spandex side panels, double leather layers on the knees and plastic knee/shin pads. Ultra-Lite jerseys are available in 50/50 poly/cotton ($16.95) or 100 percent cotton ($14.50). From O'neal USA, Dept. CN, 9555 Owensmouth, Chatsworth, CA 91311.



Arias Forged Pistons' Pro-Max big-bore kit for the Kawasaki KZ900/1000 models raises the displacement to 1428cc and is designed for drag racing only. The kit includes the engine block, sleeves and special 83mm pistons. Contact Arias Industries, Inc., Motorcycle Div., Dept. CN, 13420 S. Normandie Ave., Gardena, CA 90249, 213/532-9737 or R.C. Engineering, Dept. CN, 5781 Machine Dr., Huntington Beach, CA 93649, 714/898-6033.

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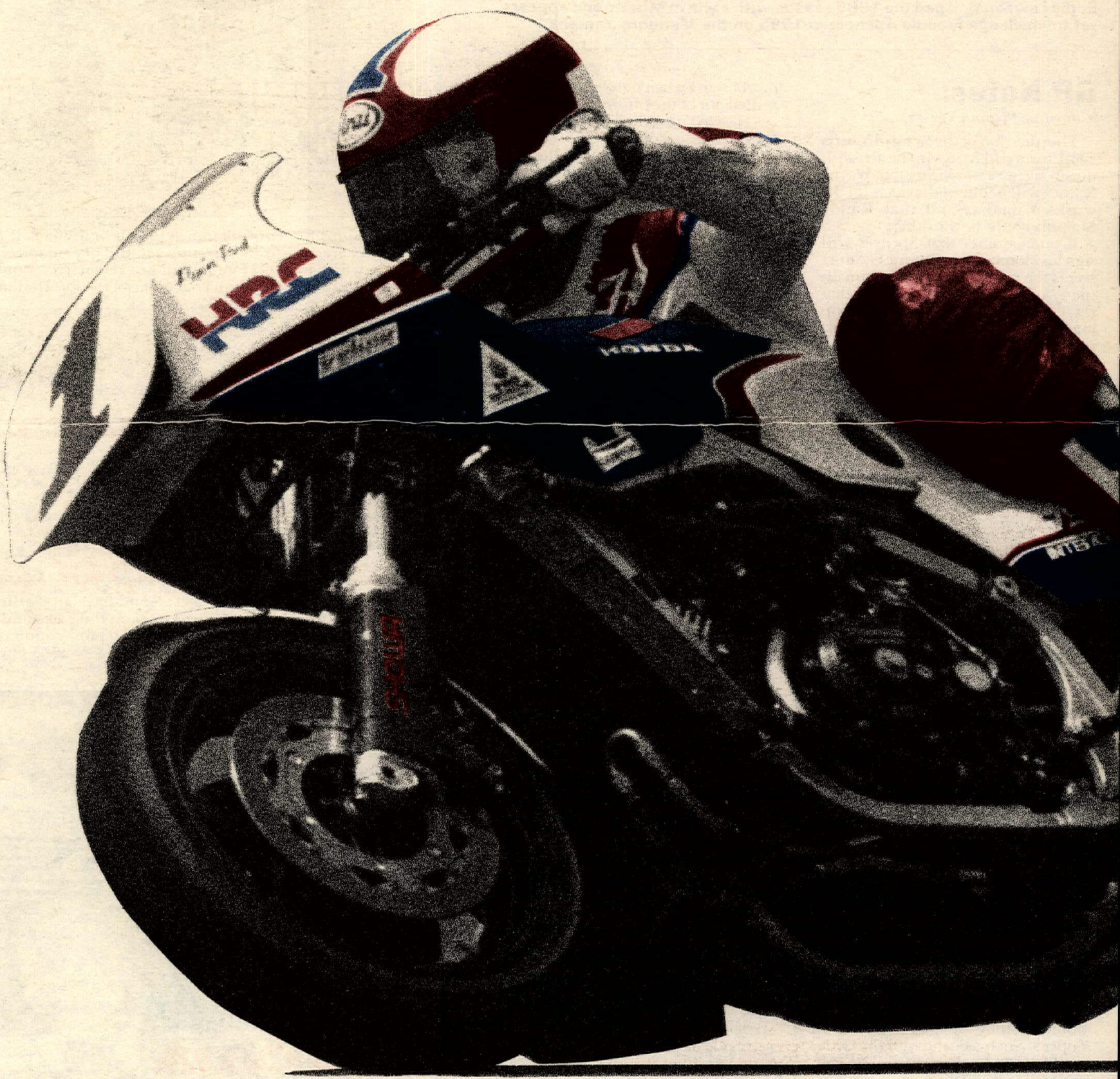


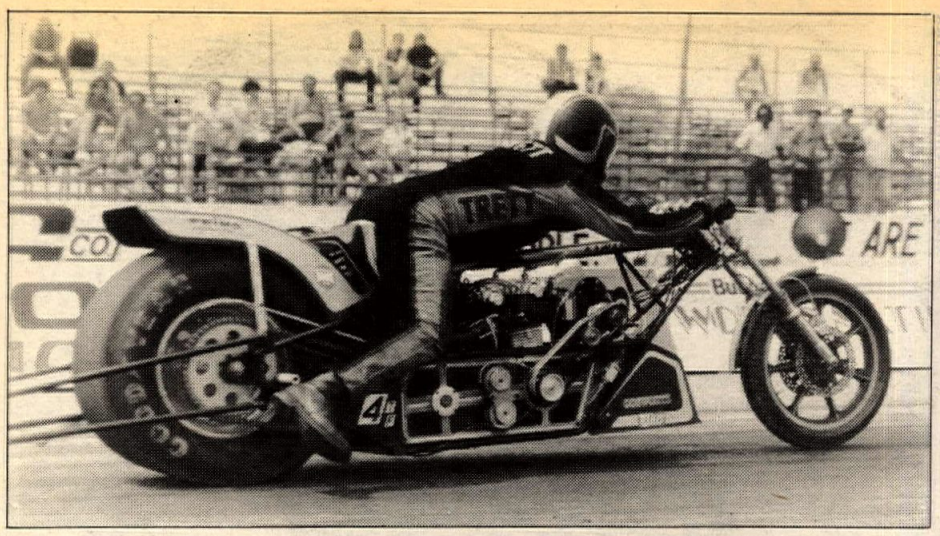
E SO MUCH, OR MORE.

Team Honda's Flyin' Fred Merkel clinches the Superbike National Championship for the second year in a row aboard an Interceptor™-based V-4. Honda and Merkel—the #1 combination in Superbike racing.

SUPERBIKE NATIONAL CHAMPIONSHIP

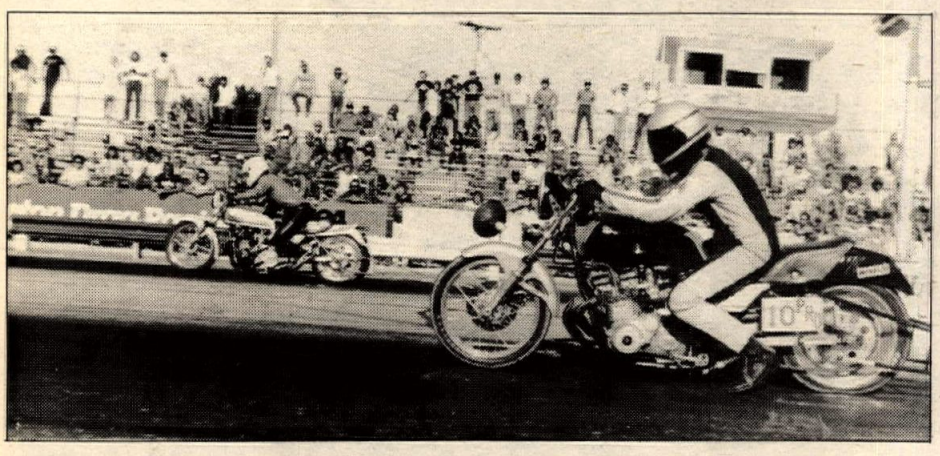
HONDA

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1985 American Honda Motor Co., Inc. (9/85)



PHOTOS BY NINA HOLMES

(Above) Elmer Trett went 195.22 mph on his Kawasaki to win the Top Fuel class. (Below) Charlie Gressman (10) and Benny Mens go head-to-head.



IDBA National Championship Drag Race Series: Round 5

Trett takes Norwalk Top Fuel win

By Lee Bida

NORWALK, OH, AUG. 10-11

Elmer Trett took his Kawasaki-based Top Fueler to victory in the IDBA Summer Nationals at Norwalk Raceway and with it knocked rival Sam Wills out of the top spot in the point standings. The Funny Bike win went to Bobby Baker while relatively unknown Benny Means was the Pro Stock victor. Jim McClure collected his third straight Pro Comp win.

Trett and Wills took turns lowering the qualifying time with Trett finally dropping it to 7.20 seconds with Wills second at 7.29 and Larry McBride the final qualifier at 7.47.

Kawasaki rider Wills and McBride met in round one of eliminations with Suzuki rider McBride grabbing the win after Wills was left to coast the last half of the quarter-mile when the blower belt on the engine came off.

The Top Fuel final was the last of the day. Trett unleashed a 7.341-second blast at 195.22 mph for th win on his Trett's Speed and Custom mount. McBride struck mechanical problems halfway through his run and coasted across the finish line.

The Funny Bike final was an all Kawasaki show after a number of unusual happenings in eliminations. George Bryce, the points leader, was the top qualifier and then took himself out of competition by drawing a red light on his first run — something Bryce very seldom does.

By the time the final got to the line it was Bobby Baker and Mark Miller going head-to-head. Baker had been consistent all day, but had to be thinking about the 191.48 mph pass which Miller had put down in qualifying. Miller was first off the line, but then shut the engine down and Baker was the winner with a 7.59/178.21. It was later learned that the waste gate on Miller's turbo had malfunctioned and that cost him a possible win.

Less than half a second separated the 16 qualifiers in Pro Stock with Dave Schultz at the top of the ladder. The winner didn't come from the names of regulars, but was a rider who had never run an IDBA Pro Stock race.

"We've always wanted to try our luck at an IDBA event," said winner Benny Means after he defeated Charlie Gressman in the final. "I own the (Suzuki) motor and Zack Kaczala owns the chassis. We'd planned to enter Pro Gas, but decided to go all the way and run Pro Stock. I can't believe we won."

Means cut a strong .213 reaction time on the start of the final and crossed the line with a 8.73/150.50 run in hand. Gressman, the second half of the all Suzuki final, left the line strong, but had the engine burp about 100-feet out. His runner-up numbers were 8.94/147.78. A new fuel line, installed just before the final, kept splitting and was the culprit in the run. •

PHOTO BY NATE RAUBA

Rob Sassen (37) won the 125cc Novice class at Perris; here he leads runner-up Robert McCay (57) at the start of the second moto.

Arnet takes two at Perris

By Nate Rauba

PERRIS, CA, SEPT. 1

Ed Arnet had a busy and successful day in the Pro classes at the second round of the California Racing Club/IRC Tri-Race Series at Perris Raceway by taking the overall victories in both the 125 and 250cc Pro classes and finishing second in the 500cc division. Greg Zitterkopf was the only rider to stop Arnet's streak by winning the 500cc Pro class.

Zitterkopf (Hon) led at the start of the first 250cc Pro moto while Arnet (Yam) was left in fifth behind Ken Zahrt (AXO Hon), Race Tech's Billy Frank (Yam) and Mike Kell (A'ME/O'Neal/Uni Filters Kaw). Zitterkopf quickly opened up a small lead as Frank and Arnet moved into the second and third positions on lap two. Zahrt and Kell had a battle going over fourth, and further back Mark Decker (Sunwest Yamaha/A'ME/Gear) had his hands full as Tim Rutherford (FMF/A'ME/AXO/PFP/Arai/Yokohama/Century Kaw) tried to take over sixth. Out front Zitterkopf moved out to a comfortable lead as Arnet tried to find a way past Frank. On the final lap Zitterkopf looked like the sure winner, but with about 100 yards to go, his Honda's chain broke. Zitterkopf began pushing towards the finish line as Frank, with Arnet on his tail, rode by for the win. Zahrt held off Kell to take third, and Zitterkopf walked across the line with fifth.

The second moto belonged to Zitterkopf as he blasted into the lead at the start and stayed there to the finish. Arnet started fifth, then quickly moved by John McCaughey (DMC Kaw), Decker, Zahrt and Rutherford to gain second. Frank followed and moved up to pressure Arnet for a few laps before settling into third. At the finish, it was Zitterkopf a good distance clear of Arnet, while Frank came across a few seconds behind for third. Arnet took the overall win over Frank, while Zitterkopf's 5-1 was good for third overall.

Craig Canoy (Malcolm Smith Racing/Oakley/Kaw) led the charge at the start of the first 125cc Pro moto ahead of Cagiva's Ron Turner and Kenny Clifton (Town & Country Suzuki). Arnet (Hon) was down around fifth, but by the second lap was up to third. Turner stuck to Canoy for a few laps before fading, and by the time Arnet passed him, Canoy had opened up a good lead. Arnet closed the gap rapidly and on lap six took over the lead. From then on Arnet increased the distance on Canoy to take the win, and Kell came home in third ahead of Turner.

Canoy grabbed the holeshot in moto two but was quickly passed by Todd Campbell (Malcolm Smith Racing/Scott/Z Racing/Pro Cycle KTM). Arnet was taken down by Kell after the first corner and restarted nearly last. Campbell crashed hard in the triples at the end of lap one, giving the lead to Turner. Arnet was on the gas and by mid-moto had moved up to third behind Canoy. A few laps later Arnet took over second, but Turner had built up too much distance for Arnet to make up. Arnet came across second but with the overall, and Turner's win gave him the runner-up spot in the final standings ahead of Canoy's 2-3 score.

Arnet — now aboard a Kawasaki — finally got a good start when he holeshot the first 500cc moto over Zitterkopf and Sunwest Yamaha's Keith Morabito. Zitterkopf dropped to last on the first lap, giving Arnet a huge lead over Tom Combs (PVK/Hi-Point/A'ME). Zitterkopf came charging back and moved into second by the fourth lap, then spent the next several circuits reeling in Arnet. Late in the moto Zitterkopf caught the leader, but lapped traffic kept him from gaining first and Arnet took the win.

Zitterkopf led the start of the final moto but Arnet snuck by on the inside of turn two. For the next few laps Zitterkopf stayed in Arnet's tracks and took the lead about halfway into the race. Arnet tried to stay with Zitterkopf, but after five motos he began to show signs of fatigue and made several mistakes that allowed Zitterkopf to open his lead. For the remainder of the race Zitterkopf held first and finished a few seconds ahead of Arnet. Combs came across third in both motos to claim third overall. •

Results

PEE WEE 0-8: 1. Robbie Hammond (Yam); 2. Chris Wheeler (Yam); 3. Jason Ramos (Yam).
60 0-8: 1. Shane Morales (Kaw); 2. Chris Wheeler (Kaw).
60 NOV: 1. Peter Perez (Kaw); 2. David Cooke.
60 INT: 1. Bobby Morales (Kaw).
60 EX: 1. Jacob Swain (Kaw).
80 STK BEG: 1. Jeff Lewis (Kaw); 2. John Peterson (Kaw); 3. Ben Phalen (Kaw).
80 STK NOV: 1. Mike Chamberlain (Yam); 2. Duane Benner (Hon); 3. Jamie Morabito (Yam).
80 STK INT: 1. Brian Gipson (Kaw); 2. Robert Shipman (Suz); 3. Dana Wiggin (Suz).
80 MOD BEG: 1. John Peterson (Kaw); 2. Ben Phalen (Kaw).
80 MOD NOV: 1. Joel Albrecht (Kaw); 2. Duane Benner (Hon); 3. Jamie Morabito (Yam).
80 MOD INT: 1. Brian Gipson (Kaw); 2. Robert Shipman (Suz); 3. Dana Wiggin (Suz).
80 EX: 1. Paul Cortez (Kaw).
125 BEG: 1. Charlie Flipper (Hon); 2. Danny Little (Kaw); 3. Chris Valdes (Suz).
125 NOV: 1.Rob Sassen (Cag); 2. Robert McCay (Kaw); 3. Albert Sanchez (Suz).
125 INT: 1. Jeff Mabery (Kaw); 2. David Foltz (Kaw); 3. Sean Blanchard (Kaw).
125 PRO: 1. Ed Arnet (Hon); 2. Ron Turner (Cag); 3. Craig Canoy (Kaw).
250 BEG: 1. Steven Sibell (Yam); 2. Mike Cardenas (Kaw); 3. Jim Hammond (Yam).
250 NOV: 1. David Bagwell (Hon); 2. Doug Allen (Yam); 3. John Gersjes (Kaw).
250 INT: 1. Jeff Mabery (Kaw); 2. Sean Blanchard (Kaw); 3. Tim Hanna (Hon).
250 PRO: 1. Ed Arnet (Yam); 2. Billy Frank (Yam); 3. Greg Zitterkopf (Hon).
500 BEG: 1. Steve Fer (Kaw); 2. Rich Bleer (Hon); 3. Doug Ward (Yam).
500 NOV: 1. Russell Garcia (Yam); 2. Gary Weir (Suz); 3. Kelly Doyle (Hon).
500 INT: 1. Loren Pochirowski (Hon); 2. Jeff Clausen (Hon); 3. Mark Jones (Hon).
500 PRO: 1. Greg Zitterkopf (Hon); 2. Ed Arnet (Kaw); 3. Tom Combs (Kaw).
VET JR: 1. Wayne O'Bleness (Yam).
VET INT: 1. Robert Johnson (Hon); 2. Michael Johnson (Hon); 3. Dennis Boulwarie (Hon).
VET EX: 1. Frank Steiner (Yam); 2. Mark Heller (Hon); 3. Ken Ratzloff (Hon).
WOMEN: 1. Brenda Conner (Hon); 2. Mindy Smith (Hon); 3. Laura Warnecke (Hon).

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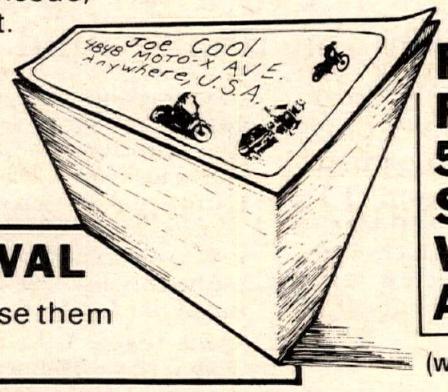

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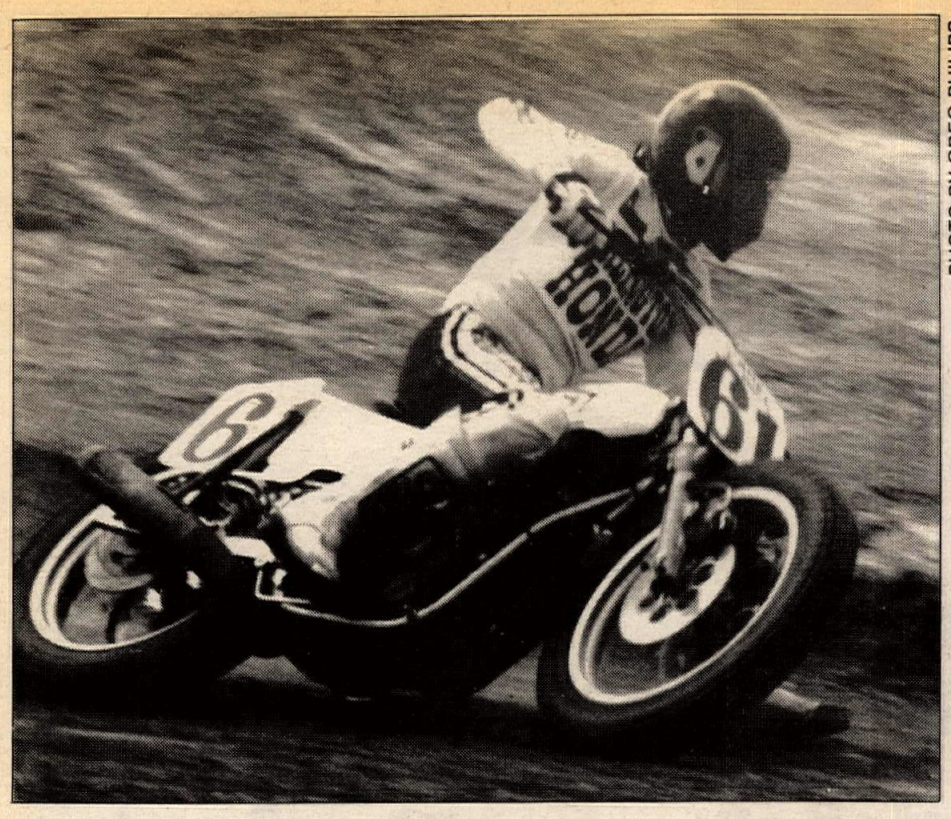

PHOTO BY GREG PHILIPS

Charlie Orr won three of the four Open Pro races on his Hondas at Cowtown and Boyd Raceways.

Orr, Hull lead the charge at Cowtown and Boyd

By M. Orr

KENNEDALE/BOYD, TX, AUG. 16-17

In the two-day Southern States Dirt Track Championship Series, action got underway on Friday night at Cowtown Speedway in Kennedale, with the final round at Mike Kidd's Boyd Raceway in Boyd on Saturday night. Sixty-plus riders from six states took part in both short track and TT events at both tracks. Of 25 (including trophy dash) events which were run during the series, 24 were won by local riders. Clayton Hull dominated the 80cc class all weekend, while Charlie Orr won three of the four Open Pro races.

Hull was unbeaten in all four events in the 80cc class for an overall score of 80 points. Orr, riding a Billy Orr-built XR600 Honda on the flat track and a CR500 on the TT, scored 76 points in the Open Pro class, winning three events and placing second in the fourth event. His only defeat was by Illinois rider Brad Taylor, who was riding an XR500 Honda belonging to Charlie Orr's brother Billy.

Friday — short track

Hull won the 80cc short track heat race on Friday, with second place going to Greg Teague ahead of Tim Kay. Hull got the holeshot in the main event as Kay led Teague and Brandon Hancock into the corner. The groove was a wide one, and Kay went high into turn two, leaving plenty of room for Teague to pass to the inside. Teague began closing on leader Hull on lap three, but Hull stayed in the take the checkered flag first with Teague in second and Kay finishing in third place.

Kawasaki Kountry South/Jemco Pipes/Jerry Major Porting/MC Stuff-sponsored Mike Hale led the 125cc short track heat race wire-to-wire and got the holeshot in the main event. Clay Carroll put the pressure on Hale and made it a battle for the lead until Carroll threw a chain on the final go-around. Jack Surber moved in and took over second place, and Carroll pushed his disabled scooter across the finish line for third.

Kissinger Auto Supply/Honda Town/Nava Helmets/NGK Plugs-sponsored Trace Polson took charge of the 250cc short track heat ahead of Darrell Reeves, while Shane Jolly and Hale contested third place, with Hale prevailing at the flag. Jolly led Polson, Reeves and Hale out of turn two in the main event. Polson and Reeves flanked Jolly coming out of turn four at the end of lap one, and Reeves took the lead going into turn one. Polson stayed on the outside to get around Jolly, then passed Reeves on the back chute and began to build a strong lead for the win. Reeves, Jolly and Hale put on a good race for third with Jolly going outside in turn four to lead Reeves and Hale after four laps, and the final order was set.

Polson again led the Open Amateur heat race with a strong challenge from Hale. Honda-mounted Steve Miller took the lead off the line in the main event followed by Eddie Kaufman and Melvin Clay, with Hale and Polson into the first turn in fourth and fifth. Polson went inside Hale and Clay coming out of turn two to take over third. The race had to be red-flagged at the end of lap two after Clay highsided going into the third corner. On the restart, Kaufman led into the turn ahead of Polson, Surber and Miller. Polson went outside Kaufman in the number two corner, and at the end of the first lap, it was Polson, Kaufman, Miller and Reeves in the first four positions. On lap two, Miller went to the top of the high banking in turn three and Reeves got inside Kaufman in turn two, following Polson to the flag to finish in second place, with Kaufman in third ahead of Miller, Chad McCracken and Hale.

Team Pacesetter's Bill Herndon took the point in the first Open Pro short track heat race, followed by Shaun Stovall and Terry Newman. The second heat went to Orr ahead of Robert Berry and Mark Whitman. Alan Powers got the holeshot in the main event with Orr and Gary Kidd close on his heels. Powers had trouble shifting and dropped to the back of the pack on the backstraight as Arlington Honda/Race Ready/A&A Racing Service/Yelvi-Morris-sponsored LBRT member Orr took the lead ahead of Kidd, Berry and Whitman. On lap two, Berry passed Kidd on the inside in turn three. Going into the first corner on the next lap, Kidd's motor suddenly lost power, and Whitman's bike clipped Kidd's rear tire. Whitman went down, but two more laps were completed before the red flag was brought out.

Although four laps had been completed under the green flag, the starter called for a complete restart. Fifteen-year-old Powers again got the holeshot, this time followed by Stovall and Orr. With a Professional Expert on each side of him, Powers was dropped to third as Stovall took the lead on the backstraight before Orr took over from the outside in turn three as he passed Stovall for the lead. On lap three, Berry passed Powers on the inside in turn three while Orr and Stovall moved away from the field. Orr took the win ahead of Stovall, with Berry a distant third and Honda Town's Bobby Shaw in fourth ahead of Powers.

Friday — TT

Hull led the 80cc TT heat race wire-to-wire with Kay finishing in second place ahead of Patterson. Hull led the main event to finish half a lap ahead of second-place Kay; Hancock was third ahead of Patterson.

Shaw led to the flag in the 250cc TT heat ahead of Jolly, Kregg Bentley and James Harris. In the scramble to the first corner in the main event, Bentley came out ahead of Jolly, Shaw and Harris. Shaw passed Jolly inside the left-hand turn coming out of the infield, and the first lap ended Bentley, Shaw and Jolly with Kaufman leading Harris and Powers in a battle for fourth by the end of lap two. By the end of lap three, Kaufman had broken away to chase Jolly, and Powers got around Harris in the right-hand turn. Shaw applied pressure on the leader, Bentley, until the last lap, when Shaw went too wide trying for a pass coming out of the third turn and went into the marker flags. Bentley took the win, and with flags flying from his wheel, Shaw finished a distant second. Kaufman took third away from Jolly on the final lap.

The Open Amateur TT heat race was won by Jack Barnett's Honda rider Kaufman with Surber going to the line in second ahead of Kirk Tyer. Kaufman led the main event wire-to-wire, getting the holeshot ahead of Tyer, Surber and David Thompson. Tyer took the infield turn wide, and Surber took over second place. Thompson began to pressure Tyer, and on lap three passed him on the inside in turn one for third place. Thompson held Tyer off until lap five, when Tyer tried unsuccessfully to pass on the inside in the sharp left turn out of the infield, but clipped Thompson's rear tire and went down. Mike Gallagher took over to finish fourth, with Kerry Wood in fifth place.

The first Open Pro TT heat took its toll as professional flat track equipment found a problem getting over the second jump. Herndon was leading when, on the second lap, Terry Newman's bike pitched coming off the jump and flipped Newman to the ground. The race was red-flagged. Newman was able to walk from the track, but unable to return to the line for the restart. Herndon again got the lead into turn one, but was dumped as he came off the same jump on the first lap with rider and bike getting tangled, resulting in a broken ankle and possible internal injuries. Quick modifications were made to the lip of the jump, and with no scoring having been made, the remaining riders from the heat were added to the second heat. Bentley led fellow Honda CR500 rider Orr for the win in the second heat, with third place going to Kidd; Shaw was fourth.

Orr got the holeshot in the main event and led wire-to-wire, with Bentley a near second all the way. Kidd finished in third ahead of Jolly, Powers and Shaw. Bentley closed-in on the last lap, but Orr crossed the line with a bikelength lead.

Saturday — short track

Trey Glasco took the 50cc short track heat race win ahead of Philip Thompson and Billy Kennedy. Thompson prevailed in the main event, with second place going to Glasco ahead of Kennedy and Johnny Haynie.

Hull won the 80cc short track heat race as Teague put on a good chase, followed at the finish line by Mike Weedin and Mark Burch. After a fall in the heat race, Scott Williams got the holeshot in the main event ahead of Hull, Weedin and Kay. Hull drove off the outside of turn four into the lead at the end of lap one. Weedin passed Williams on the front straightaway the next time around and took over second place for keeps. After going into the first corner in seventh place, Teague moved into fourth place on lap seven and finished just half a wheel behind Williams at the final flag.

The finish order of the 125cc short track heat race was Hale, Carroll, Weedin and Surber. Meyer got the holeshot in the main ahead of Hale, Carroll, Weedin and Surber. Hale passed inside number four on lap two and Carroll took over second. Weedin's motor quit in turn four of the first lap, and there were no other position changes as Hale won with Carroll second, Surber third, and Teague fourth.

Polson was leading the heat when his motor konked out, and then Darrell Reeves led until his quit and Don Folbre took over to win ahead of Kaufman, with Joe Sancey falling on the last lap. In the second heat, McCracken and Jolly got too anxious and drew penalties. McCracken still won the heat with Allen Moriarty second and Jolly in third. On the start of the main even, McCracken got the holeshot ahead of Polson, Jolly and Moriarty. Polson took the lead on the outside in turn four of the first lap, and the first four positions held to the checkered flag.

The first heat saw Polson, Hale and Miller become the first three across the line in Open Amateur action. In the second heat, McCracken took a spill and the win went to Reeves ahead of Harris, Kaufman and Surber. For the main event, Reeves led Polson, Surber, Miller and Hale out of the first corner. Hale passed

Miller and Surber on the outside down the back straight on lap one, and Polson came out of turn four inside Reeves to take the lead on the front straight. Miller passed Surber on lap two and the final order was Polson over Reeves and Hale (who were wheel-to-wheel at the finish line). Miller finished fourth and Harris fifth.

Andy West was hungry and took command of the first Open Pro short track heat over John Gladwill and Jimmy Tarleton. Orr got around Phil Darcy for the win in the second heat with Dodd Dyson taking third over Kidd.

Darcy got the holeshot in the main, trailed by West, Kidd, Gladwill and Orr. Dyson was in sixth position until he slid down in turn four and was out of the race. Orr went inside in turn three on lap one to pass Gladwill and Kidd for third. Kidd went to the edge of the track in turn four and Brad Taylor followed Gladwill under Kidd and down the front straight behind Orr. Orr got inside West in turn one on lap two, then inside Darcy in turn two for the lead on lap three. West pressured Darcy for second place but couldn't make a pass and Gladwill held off Taylor by a wheel for fourth place.

Saturday — TT

Hull rounded out the series in the 80cc TT as he led Kay, Derick Whitener and Mark Burch to the flag in the heat race before taking a wire-to-wire win in the main event. Kay followed Hull for the first lap of the main and then suffered mechanical failure going into the turn to the infield for lap two. Roger Sedarat took over to follow Hull to the flag ahead of Whitener with Burch taking fourth ahead of Brandon Hancock.

Meyer took the heat race in the 125cc TT race, before leading the main event. His season-long rival, Surber, stayed on Meyer's rear wheel for three laps, then on lap four, used turn three of the short track oval to get by on the inside. Surber led Meyer to the checkered flag ahead of Roger Sedarat.

In the 250cc heat race, it was Shaw, Jolly, Harris and Kaufman as the front four. Jolly led the main event ahead of Shaw, Bentley and Harris. Shaw came out of the last corner with a hard drive from the pole, but couldn't get by Jolly who took the win by a wheel.

David Thompson won the Open Amateur TT heat with Kaufman leading George Galdeen and Tyer to the flag. Kaufman got the holeshot in the main followed by Thompson. They got together coming out of the turn and Thompson dropped to fourth behind Surber and Tyer. Thompson moved into third on the outside in turn four on the first lap, but Tyer was still hurting from an injured pride sustained in Friday's race and used the berm in the right-hand turn to pass Thompson on the next lap. On lap three, Tyer passed Surber off the high jump to take over second place, leaving Surber to hold off Thompson. Thompson finally got around Surber in the Winston turn on the last lap and held on to take third behind Tyer as Kaufman captured the win.

The first Open Pro TT heat had Dyson in the lead ahead of Taylor and Tolbert when Dyson fell going toward turn one on the second lap. Taylor missed falling with him, but killed his motor as he went to the wall to miss Dyson. Tolbert took the win ahead of Kidd, and Taylor was able to restart to finish ahead of Powers. Orr won the second heat, followed by Shaw and Jolly. Kidd got the early lead in the main followed by Taylor, Jolly and Orr, but by the end of lap one it was Taylor and Orr in the lead followed by Kidd, Dyson and Shaw. On lap three, Dyson went under Kidd in the right-hand turn to take over third place. With one lap to go, Taylor and Orr crossed the start-finish line together, and then Orr stalled his engine in the turn to the infield. Dyson went inside to take over second place. Orr quickly got his engine going again to chase Dyson and passed him on the exit to the back straightaway, but Taylor was too far away and Orr got his first defeat of the series. •

Results

SHORT TRACK AUG. 16
80: 1. Clayton Hull (Kaw); 2. Greg Teague (Hon); 3. Tim Kay (Kaw).
125: 1. Mike Hale (Kaw); 2. Jack Surber (Hon); 3. Clay Carroll (Hon).
250: 1. Trace Polson (Hon); 2. Shane Jolly (Hon); 3. Darrell Reeves (Hon).
OPEN AM: 1. Trace Polson (H-D); 2. Darrell Reeves (Hon); 3. Eddie Kaufman (Hon).
OPEN PRO: 1. Charlie Orr (Hon); 2. Shaun Stovall (H-D); 3. Robert Berry (Yam).
TT
80: 1. Clayton Hull (Suz); 2. Tim Kay (Kaw); 3. Brandon Hancock (Yam).
125: 1. Bud Smith (Hon); 2. Jack Surber (Kaw).
250: 1. Kregg Bentley (Hon); 2. Bobby Shaw (Hon); 3. Eddie Kaufman (Hon).
OPEN AM: 1. Eddie Kaufman (Hon); 2. Jack Surber (Suz); 3. David Thompson (Yam).
OPEN PRO: 1. Charlie Orr (Hon); 2. Bubba Bentley (Hon); 3. Gary Kidd (Hon).
SHORT TRACK AUG. 17
TD: 1. Andy West (C-A); 2. Phil Darcy (Hon); 3. John Gladwill (Hon).
50: 1. Philip Thompson (Yam); 2. Trey Galsco (Yam); 3. Billy Kennedy (Yam).
80: 1. Clayton Hull (Kaw); 2. Mike Weedin (Yam); 3. Scott Williams (Hon).
125: 1. Mike Hale (Kaw); 2. Clay Carroll (Hon); 3. Jack Surber (Hon).
250: 1. Trace Polson (Hon); 2. Chad McCracken (Yam); 3. Shane Jolly (Hon).
OPEN AM: 1. Trace Polson (H-D); 2. Darrell Reeves (Hon); 3. Mike Hale (H-D).
OPEN PRO: 1. Charlie Orr (Hon); 2. Phil Darcy (Hon); 3. Andy West (C-A).
TT
50: 1. Philip Thompson (Yam); 2. Trey Glasco (Yam); 3. Billy Kennedy (yam).
80: 1. Clayton Hull (Suz); 2. Roger Sedarat (Kaw); 3. Derick Whitener (Kaw).
125: 1. Jack Surber (Kaw); 2. Ed Meyer (Kaw); 3. Roger Sedarat (Hon).
250: 1. Shane Jolly (Hon); 2. Bobby Shaw (Hon); 3. Kregg Bentley (Hon).
OPEN AM: 1. Eddie Kaufman (Hon); 2. Kirk Tyer (Yam); 3. David Thompson (Yam).
OPEN PRO: 1. Brad Taylor (Hon); 2. Charlie Orr (Hon); 3. Dodd Dyson (Hon).

Curtis/Redondo hack competition

By Mike Ross

CHANDLER, AZ, AUG. 23

Friday night motocross action saw sidehack pilots Mike Curtis and Todd Redondo blast their 840cc Yamaha twin to double wins on the tight and twisting Firebird Park track. The Curtis-Redondo team motored into the first turn in moto one, with Jerry Hughs and Elliot Chevenger's 840cc Yamaha closing quickly as the rest of the hacks started to spread out. Hughs kept on the gas, but couldn't make a pass stick in spite of his Yamaha's better drive off the turns and had to take second to Curtis and Redondo.

Moto two started with the number plate of Curtis and Redondo's hack again solidly in first place with the number 17 hack of Hughs and Chevenger right on their tail. As the race wore on, several hacks started running "off song" and stalled along the track. At the checkered flag, it was Curtis and Redondo's Yamaha ahead of Hughs and Chevenger with the Maico of Toby Lintz and Marjorie Neil back in third.

Dennis Palmer's Yamaha scored the overall win with a hard-earned 2-1 finish in the Expert Sweepstakes, which turned into a dogfight from the drop of the gate. Honda veteran Roger Jones and Kawasaki pilot Drey Dirks duked it out in moto one as neither rider gave an inch all night. Jones holeshot moto two and led for three laps until Palmer suddenly got on the gas and jetted away after a daring pass in the whoop-de-doos. Dirks fought past Jones and took second with Jones rounding out the top three.

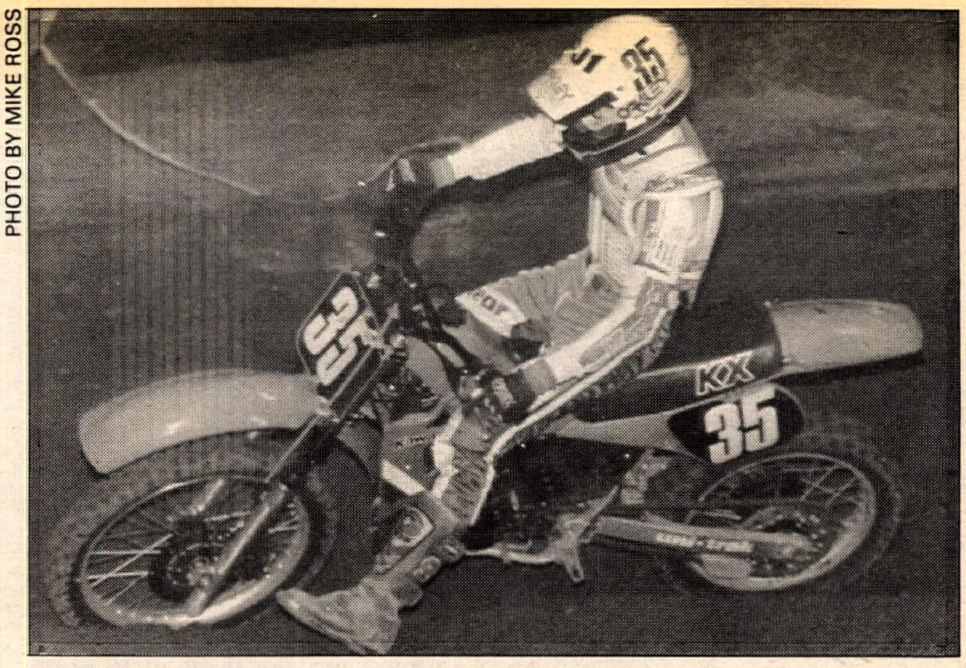

PHOTO BY MIKE ROSS

Randy Shipley dominated the 250cc Amateur class at Firebird Motocross Park; he led both motos from start to finish.

The 250cc Amateur race was dominated by Randy Shipley's Bell Road Kawasaki. He holeshot moto one and led to the flag with Adam Vesely getting a hard fought second place on his KX250. The moto two holeshot belonged to Shipley ahead of Vesely and Jeff Conradson. Shipley stretched his lead to 12 seconds by the fifth lap but went down in a slow turn. Conradson closed right up on him before Shipley could remount and sprint to the checkers first.

Results

PEE WEE: 1. Steve Bitsilly (Kaw); 2. J.T. Stewart (Kaw); 3. Ivan Vesely (Kaw).
MINI BEG: 1. Allen Poe (Kaw); 2. Les Adkin (Yam); 3. Josh Carroll (Yam).
MINI NOV: 1. Kevin Carpenter.
MINI AM: 1. Pete Wickersham (Kaw); 2. Matt Laurence; 3. Aaron Stwart.
MINI EX: 1. Jimmy Button (Hon).
125 BEG: 1. Jeff Lowe (Hon); 2. Sorin Molivee; 3. Cliff Risdow (Suz).
125 NOV MOD: 1. Paul Reed; 2. J.D. Crawford.
125 AM MOD: 1. Mike Bailey; 2. Jeff Smith; 3. Chris Rogrs.
250 AM: 1. Randy Shipley; 2. Adam Vesely (Kaw); 3. Jeff Conradson (Kaw).
250 EX: 1. Dennis Parker (Yam); 2. Drey Dirks (Hon); 3. Roger Jones (Hon).
OPEN NOV: 1. Paul McTugue; 2. Doug Fleming; 3. Scott Thompson.
OPEN AM: 1. Shawn Thompson; 2. Bobby Dean Larive; 3. Doug Hale.
OT: 1. Monty Whitaker; 2. Bob Chadwick; 3. John Olmstead.
SIDE HACKS: 1. Todd Redondo/Mike Curtis (Yam); 2. Jerry Hughs/Elliot Chevenger (Yam); 3. Toby Lintz/Marjorie Neil (Mai).

Butler, Roskelley take two Alaska MX wins

By M.R. Edge

ANCHORAGE, AK, AUG. 18

Kelly Butler and Jeff Roskelley took two wins apiece in Alaska Motorcycle Racing Association competition at Kincaid Park. Butler rode his Anchorage Cycle Sales Yamaha to wins in both the Pro and 250cc Expert classes, while Kawasaki Cycle Cache's Roskelley won the 125 and 500cc Expert classes.

Butler and Roskelley went head to head in only the Pro class, which is an open displacement class for money. Butler rode his 250 and Roskelley elected to race his 125. The first moto start found Roskelley out front and Butler rolling on the ground in turn one. Butler quickly remounted and by the halfway mark had worked his way into second place. However, Roskelley had a big enough lead that Butler couldn't catch him by the moto's end.

The second Pro moto again found Roskelley with the holeshot but this time Butler didn't fall. He followed Rosekelley until the sixth-gear off-camber sand hill where he used his 250 to motor by Roskelley's tapped-out 125. Roskelley tried but just didn't have the horsepower to regain the lead. Butler took the moto and overall win.

Roskelley was evenly matched with machinery in the 125 and 500cc Expert classes, but his skill was far above that of his fellow competitors as he cruised to easy victories in all four motos. The 125cc Experts comprised the largest class of the day but it was Roskelley wire-to-wire. With Butler out of the 125cc picture, only Suzuki Motorcycle and Marine-sponsored Joe Good was left to lead the pack in a Roskelley chase. Good easily took second in both motos for second overall. In his first Expert race, Kelly Styles put his Kawasaki Cycle Cache KX in fourth place, besting many experienced Experts.

Brent Battin, aboard a self-sponsored Honda, was the only rider able to keep Roskelley in sight in the 500cc Expert class. Battin looked to be able to challenge for the lead but a hard tumble over some jumps took the wind out of him. He still finished second in both motos for second overall.

Butler dominated the 250cc Expert class to take the overall with Kevin Schaub on a Harley Motors Honda leading the pack in a distant second.

Results

50 NOV: 1. Joshua Rambur (Yam); 2. Alejandro Gonzalez (Yam); 3. Kase Scott (Yam).
60 NOV: 1. Destry Scott (Kaw); 2. Chris Bault (Kaw); 3. Spence Feldman (Yam).
80 NOV: 1. Damon Brown (Kaw); 2. Tyrone Finch (Kaw); 3. Gavin Washburn (Kaw).
80 EX: 1. Robb Butler (Yam); 2. Roy Metler (Hon); 3. Keith Wilkinson (Hon).
125 NOV: 1. Bryan Rambur (Kaw); 2. Kevin McAdoo (Suz); 3. Scott Stafford (Hon).
125 INT: 1. Terry Robbins (Kaw); 2. John Schwartz (Kaw); 3. Wallace Becker (Yam).
125 EX: 1. Jeff Roskelley (Kaw); 2. Joe Good (Suz); 3. Jason Anderson (Kaw).
250 NOV: 1. Ron Styles (Kaw); 2. Jim Brown (Suz); 3. Alton Burns (Yam).
250 INT: 1. Greg Chatterton (Kaw); 2. Mitch Mydske (Suz); 3. Dave Cook (Kaw).
250 EX: 1. Kelly Butler (Yam); 2. Kevin Schaub (Hon); 3. Bill Sandstrom (Yam).
500 NOV: 1. Scott Messer (Hon); 2. Lane Simpson (Hon); 3. Bob Fuller (Kaw).
500 EX: 1. Jeff Roskelley (Kaw); 2. Brent Battin (Hon); 3. Brad Bomhoff (Hon).
VETS: 1. Ron Soule (KTM); 2. Jamie Linxwiler (Yam); 3. Robert McNabb (Yam).
PRO: 1. Kelly Butler (Yam); 2. Jeff Roskelley (Kaw); 3. Joe Good (Suz).

Orlando/Dimick win Aspen Six-Hour

By C.E. Rife

ASPEN, CO, AUG. 18

Veteran racer Ricky Orlando teamed with Novice Kurt Dimick on an FZ750 to win the 12th

PHOTO BY C.E. RIFE

Winner Ricky Orlando (12) along with Chuck Lee (5), Dan Turner (2) and Scott Elledge charge off the line at the Aspen Six-Hour.

Annual MRA Aspen Six-Hour Endurance race. Dimick, sponsoring himself as owner of Yamaha Motorsports of Loveland, hired Orlando's tuner Dennis Zickrick to prepare the FZ, which proved to be one of the more reliable machines of the day.

The race was one of the most hotly-contested and exciting in Aspen's history. Rising star Chuck Lee, after wowing spectators and racers alike all season, grabbed the holeshot and ran from Dan Turner and Orlando as well as the rest of the pack. By the end of the first lap, Orlando caught Turner and was pursuing Lee at a sprint-race pace. Meanwhile, Scott Elledge and Greg Smith battled for fourth on a pair of RZ350s. Lee's glory was short-lived, however, as his GS750 started producing large amounts of blue smoke before the end of the first hour. Three laps later, a pit stop to assess the problem turned into a 40-minute rebuild effort. The Alpine Suzuki-sponsored machine, also ridden by Steve Scott, experienced no further difficulties throughout the day, but the 35-lap deficit was too difficult to make up.

Orlando assumed the lead, followed by Turner on a GPz750, JT Terry on a 500 Interceptor, Smith and Geoff Cesmat on an FZ750. The Orlando/Dimick team experienced no serious difficulties for the remainder of the race. Dimick laid the bike down briefly to avoid an unflagged fallen rider, but resumed speed without losing significant time. Orlando likewise slid out during a short rainshower late in the race.

Meanwhile, the Turner brothers, with third rider Jacobsen, put in a fine show on their GPz and succeeded in taking the lead at the third-hour mark during Dimick's stint on the FZ. Orlando's reappearance at the controls cut that effort short, then the big GPz started faltering during the fourth-hour, foiling any late-race comeback. The team finished six laps down in sixth position.

Geoff Cesmat's FZ, also ridden by Mike Pettiford, simultaneously moved slowly up the ranks, from fifth place at the first-hour mark to third by the second and into the number two position by the fifth-hour. Some confusion at the end of the race had spectators thinking that Orlando was 15 seconds behind Cesmat with approximately five laps remaining. Orlando's three-second-per-lap advantage calculated to a near photo-finish. Traffic was the unknown variable, however, and Orlando finished the race with what appeared to be a two-second deficit, but in fact was two-seconds shy of three laps ahead of the second-place finisher.

With the race over, controversy appeared when Cesmat and Pettiford protested the apparent winner. MRA rulebooks specifically state that a crashed bike must be re-teched prior to entering the race; this, it was claimed, was not done after Orlando's slide-out. From Orlando's perspective, the bike had been cleared by the corner worker at the location of the accident, but he pitted the bike anyway for a double-check. The official inspector was not to be found, stated team manager Zickrick, and after a hurried search, he sent the bike back into the race. No official tech inspection occurred. Had the protest been accepted, Orlando and Dimick would have been penalized five laps, awarding Cesmat and Pettiford the win. The protest was disallowed, according to MRA official Don Medina, because the precedent had been set earlier in the race by not having required every competitor to have an official re-tech inspection after any accident. Many racers merely re-entered the track with only a very brief check.

Dieter Lane led the Weeble Racing Team composed of Elledge and Gren Nichols to a third place finish on their RZ. Their fourth-place first lap had disintegrated to 10th by the end of the first hour, but they battled their way back to third by the fifth hour of the race.

Norm Meyers and John Flieder, likewise RZ-mounted, pulled off a fourth place finish through the attrition of leaders. The Rolling Thunder team of Jim Clark, Bruce Gibson, and Craig Brown pulled in with a fifth place finish, their Suzuki 1100-based racer the first Open class finisher.

Strong slides to victory

By Clay Light

BELLINGHAM, WA, AUG. 17

AMA Experts Kirk Strong and Chris Fitzhugh won main events at the Hannegan Speedway's weekly quarter-mile flat track. With two weeks of AMA semi-pro racing remaining, Strong holds the points lead in both the 250cc and Open Expert classes. Tonight Strong won the Open Expert main while Fitzhugh won out in the 250cc Experts after a battle with Strong.

Strong started off by winning both Expert trophy dashes, topping the 250 and 500cc classes. In the 250cc Expert mains, it was Strong pushing his Honda to the front of the pack but Fitzhugh was right there the whole way. AMA Junior A.J. Eschwig (Hon) joined in the hunt and the class C Pros left the remaining contestants as Amateurs Terry Kertis and Todd Davies ran a distant fourth and fifth. In a surprising turnaround, Fitzhugh came across the line in first and became one of the few to beat Strong this season. Strong took second ahead of Eschwig and Kertis.

Strong (Hon) pulled the holeshot in the Open division, followed by Brian McGonigal (BBRP Racing Rtx) and Junior Pro Randy Roose (H-D). Donald Wilson (Rtx) and Novice Donald Paul (Hon) joined the battle and the race became a close five-rider duel. It could have gone any way, and as it was in the past, it went Strong's way. Strong held off McGonigal, who put in one of his best rides this season holding off Roose for second place. Wilson rode across for fourth with Paul fifth.

Results

OPEN EX: 1. Kirk Strong (Hon); 2. Brian McGonigal (Rtx); 3. Randy Roose (H-D).
250 EX: 1. Chris Fitzhugh (Hon); 2. Kirk Strong (Hon); 3. A.J. Eschwig (Yam).
125 A: 1. Troy Wiebe (Kaw); 2. Matthew Holden (Hon); 3. Shane Baldwin (Yam).
80 A: 1. Ole Maddson (Kaw); 2. Amy Anderson (Yam); 3. Katie Burlingame (Kaw).
OVER 30: 1. Squire Tomasie (Hon); 2. Bill Fogg (Yam); 3. John Engelecke (Hon).

Bennett best at Lil' Okie MX

By Clark Emery

MADERA, CA, AUG. 17

Yamaha rider Pat Bennett stole the show in the 80cc Senior class at the Lil' Okie motocross tonight by winning both of his motos without a hitch. Second place went to Suzuki pilot Derrick Cox with Christopher Reyes taking third on his Kawasaki.

As the 500cc Novice class roared into action it was John McCreary in the lead on his Honda. A few corners later Honda-mounted Quinton Hawkins scooted past and knocked McCreary back to second. Brad Coachman was riding along in third and being pressured by the rest of the pack for his position. David Barker was one of the wolves in the pack, saw an opening, and gassed himself into third. Yamaha rider Danny Jones followed Barker's example and also passed Coachman to take fourth place. A few turns later Jones got past and held onto third for the remainder of the moto. At the finish it was Hawkins taking the win with McCreary second. Jones placed third for the moto. The second moto was a virtual repeat as Hawkins again took the win over McCreary. Jones was third overall.

In Vet Master action, Gary Wilson won both motos after some battles with Terry Deegan. Jerry Caton was third.

Mike Quaschnick was the big winner in the 125cc Novice class. Quaschnick worked hard for the win as Honda rider Eric Henley won the first moto while Quaschnick finished a close second. Third went to Suzuki rider Monty Ownbey. In the second moto it was Yamaha pilot Ronnie Lee taking the win as Quaschnick again took a close second which gave him the overall. Henley finished third to collect the second overall trophy and Lee had to make do with third overall because of his fourth place finish in the first moto.

James Reyes took the win in the 60cc class, edging out Honda rider Alex Castro. Reyes 2-1 score beat out Castro's 1-2 tally.

Results

3 SPDS: 1. Garlan Gladden (Hon) 2. Kerie Baker (Ita)
60cc: 1. James Reyes (Kaw) 2. Alex Castro (Hon)
PP 80cc: 1. Stephanie Cox (Kaw) 2. Shawn Summers (Kaw)
80 NOV: 1. Kevin Jones (Hon) 2. Mike Lozano (Hon) 3. Robbie Pocker (Kaw)
80 JR: 1. Pat Bennett (Yam) 2. Derrick Cox (Suz) 3. Christopher Reyes (Kaw)
80 INT: 1. John Culwell (Kaw)
125 NOV: 1. Mike Quaschnick (Yam) 2. Eric Henley (Hon) 3. Ronnie Lee (Yam)
125 JR: 1. Alan Gilber (Kaw) 2. Steve Briscoe (Hon)
250 INT: 1. James Davis (Hon)
250 PRO: 1. Pat Sparks (Hon)
500 BEG: 1. Quinton Hawkins (Hon) 2. John McCreary (Hon) 3. Danny Jones (Yam)
500 JR: 1. Chris Holland (Hon) 2. Doug Menefee (Hon) 3. Bill Summers (Yam)
500 INT: 1. Aarron Pipes (Hon)
VET SR: 1. Tony Valencia (Hon)
VET INT: 1. Steven Presley (Hus)
VET MSTR: 1. Gary Wilson (Hon) 2. Terry Deegan (Yam) 3. Jerry Caton (Hon)
OT JR: 1. Dave Simmons (Hon) 2. Gary Traver (Hon) 3. Marsh Runyon (Yam)

Killion takes Texas series titles

By Joe Milian

SAN ANTONIO, TX, AUG. 17

The initial running of the South Texas Night Motocross Series came to a successful close at Good Times Motor Sports Park this evening as champions were crowned in 17 classes. In many of those divisions, the overall winners were decided in the final moto and one-point margins of victory were common, such as in the 250cc Expert division where Jerry Farmer won the battle, but Jaime Killion won the war. Despite wins in both heats, Farmer fell a single point short in the final tally and had to take the runner-up's portion of the total purse ahead of Austin rider Jack Beckham.

Killion's cushion in the final standings of the 125cc Experts was greater since he dominated racing in that class throughout the four-race contest. Tonight, he was sandwiched between winner Roddy Lewis and third-place money man Keith Simmons after two intense motos on the Kent Howerton-designed course.

Another double winner with solid performances in eight motos was Randy Greenhill. Greenhill was alone atop the heap in the 125cc Stock and 125cc Intermediates when the dust settled. Scott Renick was the only rider to challenge Greenhill over the course of the event, filling the third overall position in both divisions. Robert Tiemann's consistency was the key to his placing second in the Stock class, and Jeff Mills kept Greenhill honest in the Intermediates.

Mini-bikers Rowdy Flanagan and Jason Krempin also garnered double gold for their efforts. Krempin was the number one Mini Senior tonight, beating Steve Purrier and Jerry Gibson. Purrier and Steve Vickers filed in behind Krempin after all the Mini Stock scoring was completed, although Purrier beat Krempin to the finish line in the second heat.

Although he was not a factor in the final results, Clovis Cisneros put in an exciting ride in the 125cc Novice class. The victim of poor starts both times out, Cisneros caught and passed 12 riders to place second in the first heat behind Jason Aicher. The second moto was somewhat easier for Cisneros as he only had to overtake nine others in his pursuit of Aicher.

Results

OVERALL SERIES
MINI MINI: 1. Rowdy Flanagan (Kaw); 2. John Schultz (Hon); 3. Clint Latham (Kaw).
MINI BEG: 1. Danny Hill (Kaw); 2. Jesse Cortez (Kaw); 3. Scott Schuetz (Kaw).
MINI STK: 1. Jason Krempin (Kaw); 2. Steve Purrier (Kaw); 3. Steve Vickers (Kaw).
MINI JR: 1. Rowdy Flanagan (Kaw); 2. John Schultz (Hon); 3. Billy Baldwin (Kaw).
MINI SR: 1. Jason Krempin (Kaw); 2. Jerry Gibson (Kaw); 3. Tim Hodes (Kaw).
125 BEG: 1. Matt Harlan (Hon); 2. Joe Willard (Kaw); 3. Richard D'Arcy (Yam).
250 BEG: 1. Preston McDonald (Yam); 2. Tom Grantham (Hon); 3. Robert Redding (Suz).
125 NOV: 1. Jason Aicher (Kaw); 2. Mike Harlan (Hon); 3. Tom Eastwood (Yam).
250 NOV: 1. Sam Knowlton (Yam); 2. Weldon Hubbard (Yam); 3. Spurgeon Chapa (Kaw).
OPEN NOV: 1. Ronnie Taylor (Hon); 2. Jimmy Kollman (Yam); 3. Monty Hall (Hon).
125 INT: 1. Randy Greenhill (Kaw); 2. Jeff Mills (Yam); 3. Scott Renick (Kaw).
250 INT: 1. Donald Krock (Kaw); 2. Eddie Gillette (Kaw); 3. David DePrato (Yam).
125 STK: 1. Randy Greenhill (Kaw); 2. Robert Tiemann (Hon); 3. Scott Renick (Kaw).
OVER 30: 1. Mike Farmer (Yam); 2. Tim McCaskill (Yam); 3. Phil Schertz (Yam).

VET: 1. Smokey Joe (Yam); 2. Lloyd Longmire (Hon); 3. Tom Vickers (Kaw).
125 EX: 1. Jaime Killion (Suz); 2. Jack Beckham (Kaw); 3. Keith Simmons (Hon).
250 EX: 1. Jaime Killion (Suz); 2. Jerry Farmer (Yam); 3. Jack Beckham (Kaw).

Zahrt takes Desert Sun GP

By Terry Rezek

ADELANTO, CA, AUG. 18

The California Racing Club (CRC) added a new Grand Prix to its schedule — the Desert Sun GP at Sunrise Cycle Park. Dave Miller, who is just a bit too old for the Mini class, entered for the fun of it. Since there were no other Mini Experts, he had the track to himself and finished way ahead of the other Mini riders. Novice Scott Bristol ran second to Miller all the way and took first in his class. Third overall and another class winner was Jeff Lewis. Bobby Morales was in his usual spot, first 60cc.

In 125cc Beginner action, Michael Roth tried to keep Ward Bassett, an Intermediate rider who couldn't ride his scheduled race but rode for the exercise, in sight, and doing so, kept himself in first for most of the race. Frank Shiroma, a 250cc rider, was watching Roth and slowly closed on him, taking the lead on lap 10 and finishing first overall. Roth hung onto second overall and got first Open.

In the Novice event, the Open class took off first and entered the first turn in a knot. As they came out of the desert portion, Terry Woody was in the lead followed by John Adams and Mike Norton. Frank Olosco was the first 250cc rider and Jim Sassen led the 125s with Dan Dalton right on him. Buried in the middle of the pack of 250s was Alex Krause. By the end of the second lap, Krause had clawed his way to second and began relentlessly reeling in Woody. Krause took the lead in lap five and cruised in for the win. Woody fell off the overall pace a bit, but hung onto first Open at the end. Sassen and Dalton scrapped for eight full laps never more than inches apart, but on lap nine, Dalton dropped out and Sassen took first 125cc.

Brad McLeod, on a 250cc Honda, and Yamaha-mounted Open rider Ruben Falcon were first into turn one when the Pros took off. Everett Neal, on a 250cc, was the quickest Intermediate when the green flag fell on that class. McLeod blasted past Falcon right in front of the scorers at the end of lap one to start lap two with the lead, while Ken Zahrt had a bad start and spent most of the first lap trying to find his way out of the middle of the pack. By the middle of lap two, he was second overall and closing on McLeod. Zahrt faked McLeod to the outside of a broad hairpin and squirted neatly through on the inside to take the lead. McLeod never fell more than two bikelengths behind Zahrt, but couldn't retake the lead and Zahrt took the win. Intermediate Neal had been passed by another 250cc Intermediate, Bob Stephenson early in the race, and Stephenson rode strongly to finish third overall, only 10 seconds behind the two Pro leaders. Neal wound up second Intermediate. Falcon was next across the line and held his first Open Pro position.

Dave Miller ran away with the Vets race. Just as in the Mini race, Miller was in a class by himself, and easily took first overall. Second overall was Vet Expert, Mark Heller.

Results

60 0-8 YRS: 1. Shane Morales (Kaw).
80 NOV: 1. David Cooke (Hon); 2. Jeran Gamby (Kaw).
80 INT: 1. Bobby Morales (Kaw).

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PHOTO BY TERRY REZEK

Bob Stephenson won the 250cc Intermediate class at the Desert Sun GP at Sunrise Cycle Park. Everett Neal took second ahead of Kenny Parry.

80 BEG: 1. Jeff Lewis (Kaw); 2. Jerry Debaca (Kaw); 3. David Indas (Yam).
80 NOV: 1. Scott Bristol (Kaw); 2. Ronnie Holman (Yam).
80 EX: 1. Dave Miller.
125 BEG: 1. Jay Hamocon (KTM); 2. Frank Chase (KTM); 3. Charles Young.
125 NOV: 1. Tim Sassen (Cag); 2. Scott Strangio (Kaw); 3. Joey Cox (Kaw).
125 PRO: 1. Scott Murphy (Kaw); 2. Jason Ingersoll.
125 PRO: 1John Braasch (Kaw).
250 BEG: 1. Frank Shiroma (Yam); 2. Mike Cardenas (Kaw); 3. Scott Adams (Hon).
250 NOV: 1. Alex Krause (Suz); 2. Philip Wurster (Hon); 3. Chris Burgeson (Yam).
250 INT: 1. Bob Stephenson (Hon); 2. Everett Neal (Yam); 3. Kenny Parry (Yam).
250 PRO: 1. Ken Zahrt (Hon); 2. Brad McLeod (Hon); 3. Ronnie Gibson (Cag).
OPEN BEG: 1. Michael Roth (Hon); 2. Thomas Wilson (Hon); 3. John McMartin (Yam).
OPEN NOV: 1. Terry Woody (Hon); 2. Mike Norton (Hon); 3. Don Abdella (M-S).
OPEN INT: 1. Jeff Clausen (Hon); 2. Robert Clausen (Hon); 3. David Riley (Yam).
OPEN PRO: 1. Ruben Falcon (Yam); 2. Greg Kammerman (Yam); 3. Mark Mangold (Hon).
VET INT: 1. Mike Fitzgerald (Suz); 2. Earl Shuler (Yam).
VET EX: 1. Mark Heller (Hon); 2. Dennis McAdam (Suz); 3. Errol Leduc (Hon).
BEG 30+: 1. Greg Cook (Hon); 2. Keith Schuster (Suz); 3. Uli Schuenemann (Mai).
NOV 30+: 1. Mike Hamocom (KTM); 2. Joe Whitely (Yam); 3. Dan Kaskus (Hon).
INT 30+: 1. Kevin Sexton (Suz); 2. Terry Van Blaricom (Mai); 3. Randy Klassen (ATK).
EX 30+: 1. Dave Miller (Kaw); 2. John Burkey (Yam); 3. Robert Mennell (Hon).
BEG 40+: 1. Ed Piazza (Hus).
NOV 40+: 1. Rick Haslett (Yam); 2. Tom Bristol (Hus).
INT 40+: 1. Robert Cooke (Hon); 2. Bill Baxter (Hon); 3. Jim Ingersoll (Hon).
EX 40+: 1. Robert Dahlgren (Hon); 2. Ned Joy (Hon); 3. David Neal (Yam).
TEAM RACE
SOLO IRONMAN: 1. Scott Murphy (Kaw).
60 INT: 1. Bobby/Shane Morales (Kaw).
80 INT: 1. Scott Strangio/Brian Patrick (Kaw).
MC INT: 1. Rick Wells/Carlos Gonzales (Hon); 2. John Mott/Ricky Diskin (Suz); 3. Mark Davenport/Marcus Gordon.

Richards fattens wallet at PAL

By Mike Vancil

SANTA CLARA, CA, AUG. 16

Tony Richards had a successful night of racing at the Police Athletic League track. Richards (Motors West Kawasaki & Yamaha/Maxey Enterprises) fattened his wallet with a win in the 250cc Pro class and a second in the 500cc ranks.

Richards got a good start in the the 250cc moto, but it wasn't long before George Hopper (Hon) took over the lead with a forceful straightaway pass. Hopper wasn't about to back off, and he won the first moto as Richards hung on to take second.

Richards made the start of the first 500cc moto look like a repeat of the 250cc race when he again got a good start but was passed shortly afterwards. Johnny "Too Tall" Gardner (Moto-X Fox/ProtoPipe) was the rider to do it this time. John Wells came up to challenge from third but couldn't pass, making the final finishing order Gardner, Richards and Wells.

Hopper and Richards were back at it again in the second 250cc moto. Hopper jumped out into the lead and held for most of the race, but with a few feet to go before the finish, Richards blasted into first over a set of triple jumps.

In the second 500cc moto, Wells started out right behind Gardner and Richards. Richards took the lead and Wells moved to second when Gardner fell. Wells began to whittle away at Richards' lead and eventually hauled him in with one lap to go. The overall went to the 3-1 score of Wells as Richards took the runner-up spot.

Jeannie Pruitt put her KX80 into the winner's circle in the tough 80cc Intermediate division. Doug Delaty and Steve Bonita battled up front as Pruitt hung back in the first moto. Nobody changed positions, so they finished in that order. In moto two, Delaty fell while leading, and Pruitt was there to take over. Bonita gave her some tough competition, but was unable to go by. Pruitt took the overall with 3-1 tally over Bonita's 2-2.

Results

PEE WEE 50: 1. Matt Birlem (Suz).
PEE WEE 60: 1. Steven Udoutch (Kaw); 2. Mike Lane.
MINI NOV 9-11: 1. Loren Tomschin (Suz).
MINI JR 9-11: 1. Chris McCallie (Yam).
MINI NOV 12-16: 1. Mike Powell (Kaw); 2. Danny Williams (Hon); 3. Ray McLaughlin (Kaw).
MINI JR 12-16: 1. Steve DelaRosa (Kaw).
MINI INT 12-16: 1. Jeannie Pruitt (Kaw); 2. Steve Bonita (Hon).
MINI EX 12-16: 1. Chris Neal (Yam).
125 NOV: 1. Erik Hanzelka (Yam); 2. Lee Neal (Kaw); 3. Jim McMurtree (Suz).
125 JR: 1. Paul Midson (Hon); 2. Ricky Peixoto (Kaw); 3. Jim Ricci Jr. (Suz).
125 INT: 1. Jon King (Hon); 2. Eric Sandstrom (Kaw).
250 NOV DIV 1: 1. Steve Priddy (Hon); 2. George Miranda (Suz); 3. Robert Verducci (Hon).
250 NOV DIV 2: 1. Todd Thomas (Hon); 2. Dave Henderson (Mai); 3. Greg Mack (Hon).
250 JR: 1. Mike Toschi (Yam); 2. Loren Barrett (Yam); 3. Alan Moffat (KTM).
250 INT: 1. Tony Peixoto (Hon).
250 PRO: 1. Tony Richards (Kaw).
OPEN NOV DIV 1: 1. Rocky Sayers (Hon); 2. Paul Hankerson (Mai); 3. Martin Dinning (Hon).
OPEN NOV DIV 2: 1. Tony Paulson (Yam); 2. Rick McCormick (Hon); 3. Mike Reedy (Hon).
OPEN JR: 1. Richard Wilson (Hon); 2. Chris Haaland (Hon).
OPEN INT: 1. Duane Hughes (Hon).
OPEN PRO: 1. John Wells (Yam); 2. Tony Richards (Kaw).
VET SPTSMN: 1. Mark Arthur (Suz).
VET INT: 1. Hank Wessel (Suz); 2. Bubba Taylor (Yam).
VET MSTR: 1. Mike Lane (Hon); 2. Duane Hughes (Hon); 3.Jerry Caton (Hon).
OT SPTSMN: 1. Cliff Glidden (Yam).
OT INT: 1. Jim Ricci Sr. (Suz).
OT MSTR: 1. Jim McIntyre (Suz).

Lenz, Yamamoto land Hamby Memorial wins

By Clay Light

COEUR D'ALENE, ID, AUG. 15

It was racing at its absolute best in the Idaho panhandle as Hutter Speedway was host to a capacity crowd of spectators and riders for the Phil Hamby Memorial 3/8 mile flat track in Coeur d' Alene. A freak thundershower dumped nearly an inch of water on the track, which turned out to be a blessing as traction was superb for 250cc Expert winner Billy Lenz and Open/500cc Expert winner Rusty Yamamoto.

Heat races saw Lenz winning the first 250cc Expert runoff over Yamamoto (Yam). Andy James (Suz) passed Mike Boge's KTM MXer to win the second heat while the final heat added Troy Hedge (Yam). Jeff Seldon (Hon) won a heat and Expert Richie Hayman (Westfall Racing/Hon) won another.

Trophy dashes had Lenz and Hedge putting on a show in the 125cc action which went Hedge's way. The 250cc dash was much the same — Lenz and Hedge traded the lead until Hedge went out front for good. Yamamoto and Stults battled for the only brass spot in the 500cc portion with Yamamoto nabbing a narrow win. Yamamoto got a subtle surprise when AMA Expert Randy Hinsz (Yam) took first in the Open trophy dash.

Lenz appeared well on his way to a win in the 125cc A main, but a disappointing DNF put rival Hedge into the lead all the way to the checkers in the third race. Andy James nailed the second place payoff on his Suzuki by posting 3-3-2 rides. Third went to Tom Hanson (Kaw).

Lenz landed the holeshot at the start of the 250cc Money main with Yamamoto and Hedge prodding for openings on the incredibly fast track. AMA Junior Mike Hayman (Hon), Novice Clint Baskett (Hon) and seven other hot riders battled on the first of 12 laps. But, just like it's been for the past several seasons at Huetter, it was again the Lenz/Hedge show until Yamamoto crept back into the picture after getting nabbed by Hedge. Lenz kicked his Honda in overdrive and quickly fled Yamamoto and Hedge, who were dueling for second ahead of a Hayman/Baskett James swapfest. Lenz went uncontested to take the win over Yamamoto, Hedge and Hayman.

Yamamoto sat the pole for the 500cc Expert main, which was a two-row affair after the overly enthusiastic jumping by two local favorites. On the restart it was Rickie Hayman, Yamamoto, Arney Wick (Hon), Seldon, Rod Ginn and Tim Stults (Suz) holding down top spots. Seldon nabbed Wicks, and Yamamoto went inside of Hayman to take the lead and go on to log his best ride of the season with his win over Hayman, Seldon, Wick and Stults.

Results

OPEN EX: 1. Rusty Yamamoto (Hon); 2. Richie Hayman (Hon); 3. Randy Hinsz (Yam).
500 EX: 1. Rusty Yamamoto (Hon); 2. Richie Hayman (Hon); 3. Jeff Seldon (Hon).
250 EX: 1. Billy Lenz (Hon); 2. Rusty Yamamoto (Yam); 3. Troy Hedge (Yam).
125 A: 1. Troy Hedge (Yam); 2. Andy James (Suz); 3. Tom Hanson (Kaw).
80 A: 1. Lonny Kopp (Kaw); 2. Mark Nelson (Hon); 3. Rob Kopp (Kaw).
60 A: 1. L.J. Schaffer; 2. Colton Miller.

Molder takes two at Rapid City MX

By Mary Hanson

RAPID CITY, SD, AUG. 11

Dave Molder took home a good portion of the $4000 purse offered today at the Rapid City Central Fairgrounds MX. Molder nabbed overall wins in both the 250cc A and Open A classes.

In round one of the 250cc A class it was Molder in first, Bill Stork second, Mintyala third, and LeeVern Berry fourth. In moto two Molder again snatched the lead and was followed by Berry and Tom Peters. As Molder picked up the overall win, Berry settled for second ahead of Mintyala.

Stork instantly took command out of the hole in the first round of the Open A division but was unable to keep up the blistering pace as Molder slipped by to take the win, leaving Stork in second while Berry came across third. In the second moto it was Molder with the holeshot as Peters and Mintyala trailed behind. Molder easily had the overall win all wrapped up. Stork finished second over Peters with Mintyala and Berry rounding out the top five.

Berry came back to win the first 125cc A moto ahead of Peters. In moto two, it was Stork taking the win over Mintyala. Berry claimed the overall win with a 1-3 tally.

Philip Rath took the holeshot during the first moto of the 250cc B's, but was not able to keep his lead as Mark Naugle went by to take the win followed by Rob James, Rick Dittus and Rath. Rath again had the holeshot in round two and went on to claim the win, but ended the day second overall behind Naugle.

Scott Jensen rushed into the lead at the start of Mini A action, followed closely by Brett Ericsson. Jensen and Ericsson began to battle as Ericsson put the pressure on Jensen. Jensen stalled in the triples and Ericsson flew by to assume first, until Jensen made a desperate and successful pass to move by Ericsson once again. Ericsson went back around Jensen, but that lasted only momentarily, as Jensen retook the lead. Jensen tried desperately to hold off Ericsson but was unable to when Ericsson stormed back into the lead over the triples to take the win. The second moto wasn't quite as exciting as Jensen took the victory while Ericsson finished a distant fourth, trailing behind Bryan Herman and Scott Chesarek. The overall order was Jensen, Herman, Chesarek, and Ericsson.

Glen Goodell won the first 125cc B moto, beating Cody Bendigo, Karl Ranta and Martin Stover. In the second moto Goodell again took the win to secure the overall victory. Bendingo was second and ended the day runner-up. Stover was third overall with a 4-3 score.

Results

125 PRO: 1. LeeVern Berry; 2. Bill Stock; 3. Tom Peters.
250 PRO: 1. Dave Molder; 2. LeeVern Berry; 3. Jay Mintyala.
OPEN PRO: 1. Dave Molder; 2. Bill Stork; 3. Tom Peters.
SR: 1. Dave Hudson; 2. David Stout; 3. Don Vogel.
125 B: 1. Glen Goodell; 2. Cody Bendigo; 3. Martin Stover.
250 B: 1. Mark Naugle; 2. Philip Rath; 3. Rich Lundstrom.
125 C: 1. Scott Mann; 2. Scott Floyd; 3. Everett Englebert.
MINI B: 1. Barry Dypch; 2. Beau Bendigo; 3. David Rogel.
MINI A: 1. Scott Jensen; 2. Brett Ericsson; 3. Scott Chesarek.

ENDURO: 1. Ken Miller; 2. Bill Belfany; 3. Mark Bendigo.

Harriger wins Marysville MX

By Madame Babee

MARYSVILLE, CA, AUG. 11

Kawasaki-mounted Rodney Harriger swept both 125cc Pro motos to take the overall victory today at the Marysville MX.

Moto one saw Honda-mounted Lance Burgess with the holeshot, but Harriger took the lead in the second turn and left the pack to win. Second moto action saw Kawasaki-mounted Dean Matson with the holeshot, and a replay by Harriger taking the lead again and leaving the pack behind to win the overall. Kawasaki-mounted Gary Smith worked his way from the back of the pack to take second place and second overall with 2-3 finishes. Gary Smith was third with a 5-2.

Kelly Andris got out front in the first 250cc Pro moto with Eric McKenna putting on pressure, but Honda-mounted Andris kept the lead and went on to win. Moto two saw Andris out first again with McKenna on his rear fender. Andris held McKenna off until the fourth lap when McKenna took the lead and went on to win the race and the overall. Andris took second with 1-2 finishes, and Dean Matson took third overall with a 5-3 score.

In the Open Pro class, Honda-mounted Larry Dashiell dominated both motos. Lance Burgess pulled the holeshot in the first moto, but Dashiell got around on the first lap and pulled away from the pack. Moto two saw Dashiell get out clean with the holeshot and ride to the win while Burgess took second. Kurt Jurgenson was third overall.

Results

MINI EX: 1. Greg Tirheimer (Kaw).
MINI INT: 1. Obie Leff (Yam); 2. Rob Paulsen (Yam).
MINI JR: 1. Gene Logan (Yam); 2. Brian Gailes (Kaw); 3. John Stark (Kaw).
MINI BEG: 1. John Smyth (Yam); 2. Ken Strathman (Hon); 3. Robert Shaeffer (Yam).
60: 1. Tim Keeney (Hon); 2. Jake Wikoff (Hon); 3. Jason McMahon (Hon).
125 BEG: 1. Scott Turner (Hon); 2. David Adams (Kaw); 3. John Adams (Kaw).
125 JR: 1. Steven Hunter (Kaw); 2. Frank Pifferini (Kaw); 3. Tom Lamson (Kaw).
125 INT: 1. Eric Sandstrom (Kaw); 2. Brian Elder (Kaw); 3. Greg Sheehan (Suz).
125 PRO: 1. Rodney Harriger (Kaw); 2. Lance Burgess (Hon); 3. Gary Smith (Kaw).
250 BEG: 1. Howard Gordon (Hon); 2. Jerry Haggart (Hon); 3. Ralph Davis (Hon).
250 JR: 1. Allen Nickel (Hon); 2. Steve Palfy (Hon); 3. John Matulamaki (Kaw).
250 INT: 1. Joel Miner (Hon); 2. Shawn Sliter (Hon); 3. Greg Sheehan (Suz).
250 PRO: 1. Eric McKenna (Hon); 2. Kelly Andris (Hon); 3. Dean Matson (Kaw).
OPEN BEG: 1. Donny Stommel (Suz); 2. Dennis Hillier (Hon); 3. Victor Stratton (Mai).
OPEN JR: 1. Loren Stewart (Hon); 2. Chris Healand (Hon); 3. Morgan Peckenham (Yam).
OPEN INT: 1. Tim Cunningham (Hon); 2. Paul Bostrom (Hon); 3. Andy Warnock (Hon).
OPEN PRO: 1. Larry Dashiell (Hon); 2. Lance Burgess (Hon); 3. Kurt Jorgenson (Hon).
OT JR: 1. Bill Kugler (Hon); 2. Norm Armstrong (Suz); 3. George Buttles (Kaw).
OT INT: 1. Jess Gallo (Hon); 2. Harold Noell (Mai); 3. Ralph Thomare (Kaw).
OT EX: 1. Paul Bostrom (Hon); 2. Duane Spence (Yam); 3. Rick Schilling (Hon).
VET JR: 1. David McMahan (Hon); 2. Jack Baker (Hus); 3. Mike Costello (Mai).
VET INT: 1. Jim Galalieto (Hon); 2. Daniel Jensen (Kaw); 3. Bubba Taylor (Yam).
VET EX: 1. Ben Ramas (Hon); 2. Chester Martinmass (KTM); 3. Duane Spence (Yam).

Cabral and Mashbir share Baylands gold

By Mike Vancil

FREMONT, CA, AUG. 14

Jerry Cabral's comeback has been completed. His early-season broken ankle healed entirely and Cabral has used the time to fine tune his Petaluma-based RM250, sponsored by Cycle

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2nd Exp. TED BOODY
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August 14-17 — Hurricane Mills, TN
Amateur Natl. Championship MX Finals
1st 85cc Modified 7-11 Yrs.
HANK MOREE

August 25 — Washougal, WA
National Motocross Championship Series
1st 500cc ERIC EATON
1985 National Motocross Championship
2nd Final Standings ERIC EATON

August 25 — Indianapolis, IN
Camel Pro Series National Mile
1st Jr. BRIAN ATHERTON
2nd Jr. WINKIE FREITAS

August 23 — Costa Mesa, CA
U.S. National Speedway Qualifier
1st ALAN "Crazy" CHRISTIAN

August 3 — Lexington, OH
Camel Pro National Road Race
1st B.O.T.T. Ltw. Mod. ROGER SEARS
1st Formula Two WAYNE RAINEY/Team MacLean
2nd Formula Two RICH SCHLACHTER/Team MacLean
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August 10-11 — Norwalk, OH
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August 3 — Fremont, CA
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1st Pro Comp GARY PENA

August — Alice Springs, Aust.
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1st ATV DEAN SUNDAHL

August 24 — Porterville, CA
California Smooth Track Championship
1st Pro Quad JOHN NEARY
3rd Pro Quad BRIAN FRY

August 18 — Riverside, CA
SCORE Off-Road World Championship
1st Class 44 Odyssey RORY HOLLADAY

August 3 — Columbus, OH
AATVA Grand National Championship
1st 200cc 4-Strk MICKEY DUNLAP

August 24 — Sonoma, CA
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PHOTO BY VINCE LEWIS

Mark Laube (936) and Craig Komajian fly in 125cc Junior action at Baylands Raceway Park. Laube finished second overall behind Jim Ricci Jr.

West/Moto-X Fox/Hi-Point USA. Midpack placings are behind him now that he has tasted the sweet victory of a successful comeback. In the first moto, it didn't look too promising for Cabral as his usually-fast start was thwarted by Craig Christian (Yam) and Ted Harry (Hon). Christian proved to be superior to all challenges by the pack and maintained his lead till the end. John Dauth (Hon) and Cabral couldn't get past Harry even to begin a run at Christian.

In the second moto, Cabral did get a good start and was into the first corner alongside Christian. On the third lap, Cabral took over for good. In a battle over who would keep second place, Christian and Dauth touched, and the resulting tumble by Christian ended in a broken collarbone. Alan Brunk (Yam), sponsored by Hayward Yamaha and S.I.T. Cycles, performed much better in this moto by powering his YZ into third place behind Dauth. It was a quite-pleased Cabral who collected top money in this fairly-heavily-populated 250cc Pro class.

In the big motor bash, it was Mashbir doing all the winning on his CR Honda sponsored by Nick Defeo Racing/Tri-Valley Honda/Nelson Bros's Honda/Mac's Motors. The most heated challenge in the first moto came at the hand of Johnny "Too Tall" Gardner (Hon), sponsored by Moto-X Fox. Gardner tried too hard and crashed his rather long body all over the race track . . . twice. To show the championship caliber he's made of, Gardner came back to win the second moto with an obviously-defiant ride. However, his 4-1 evening was only good for a second overall, as cool Mr. Mashbir parlayed 1-2 finishes for the top money. The performance put in by Mashbir erases his dismal and frustrating evening at Baylands a few weeks back where the harder he tried the worse he performed.

Again the 125cc Junior class proved to be one of the more exciting Amateur clashes. In the first moto, the power to overcome was that at the disposal of young George Kosovilka (Hon), sponsored by Santa Clara Honda. The ride put in by Kosovilka was flawless from start to finish. He powered into an early lead and none of the regular 125cc stars could reel him in. The finish order after Kosovilka got the checkers was Mark Laube (Hon), Jason Bordelon (Yam), and Jim Ricci Jr. (Suz), sponsored by Rocky Cycle.

In the second moto of this event, Kosovilka again quickly had the lead, but this time was under harsh pressure from Jim Ricci, Jr. They swapped the lead a couple of times in mid-moto, and then Kosovilka stretched out his lead so that it looked like another easy victory from that point on. Even his pit signalman, (father Bob Kosovilka, who competes successfully in the Old Timer Sportsman class), came in off the track. In turning his back on the action, the senior Kosovilka did not witness his son's motor give up the battle and allow Ricci Jr. to win the moto and, by virtue of his 4-1 evening, the overall as well. Ricci has recorded some very unusual victories and defeats at Baylands. He may well have the record for the most bizzare and unpredictable finishes.

Results

PEE WEE: 1. Darin Rayzor (Hon).
MINI NOV 9-11: 1. Tony DePiero (Kaw).
MINI JR 9-11: 1. Kenny Spence (Yam).
MINI NOV 12-16: 1. Mike Powell (Kaw); 2. Jon Morgan (Kaw); 3. Derick Martinez (Yam).
MINI JR 12-16: 1. Jim Williams (Kaw); 2. Kennie McGrath (Hon).
MINI INT 12-16: 1. Jerome Smith (Yam); 2. Scott Schroeder (Kaw).
MINI EX 12-16: 1. Jimmy Clay (Yam).
125 NOV DIV 1: 1. Brian Hoskin (Kaw); 2. Vern Latham (Kaw); 3. Steve Bueden (Yam).
125 NOV DIV 2: 1. Gary McClellend (Kaw); 2. Eric Hanzelka (Yam); 3. Jamie Powell (Hon).
125 JR: 1. Jim Ricci Jr. (Suz); 2. Mark Laube (Hon).
125 INT: 1. Wade Cobern (Hon); 2. Paul Midson (Hon); 3. Jesse Britain (Kaw).
125 PRO: 1. Russ Scott (Suz).
250 NOV DIV 1: 1. Paul Funaro (KTM); 2. Ted Appin (Hon); 3. Paul Bolita (Hon).
250 NOV DIV 2: 1. Mike Lilligh (Yam); 2. Joe Ornelas (Hus); 3. Steve Priddy (Hon).
250 JR: 1. John Silva (Yam); 2. Bruce Pringle (Suz).
250 INT: 1. Darren Gallagher (Yam).
250 PRO: 1. Jerry Cabral (Suz); 2. John Dauth (Hon).
OPEN NOV: 1. Ray Harold (Hon); 2. Larry Fisher (Suz); 3. Saul Nava (Yam).
OPEN JR: 1. Joe Macchiarella (Hon).
OPEN INT: 1. John Corege (Hon); 2. Phil Rice (Yam).
OPEN PRO: 1. Eric Mashbir (Hon).
VET SPTSMN: 1. Bruce Rust (Hon).
VET INT: 1. Ken Johnson (Suz).
VET MSTR: 1. Mike Lane (Hon).
OT SPTSMN: 1. Edward Jardine (Yam).

Krock captures win at Texas

By Joe Milian

BASTROP, TX, AUG. 10

Austin's Weldon Hubbard and San Antonio-rider Donald Krock both scored consecutive moto wins tonight to tighten the points race in their respective classes after three rounds of the South Texas Night Motocross Series.

Krock, returning after a lengthy layoff, stayed clear of "Dangerous" David DePrato in the 250cc Intermediate class and cruised to easy victories in each round of that contest. DePrato could never get close enough to the elusive Krock and found himself sorely tested in preserving his runner-up position ahead of a persistent Mike Cox.

Hubbard survived a hard-fought struggle with Sam Knowlton in the 250cc Novice class to take top honors in that crowded division. Andy Thompson, who dominated the first two rounds of the series, found the competition tough this evening and finished a distant fifth behind Larry Reininger and Brad Burnie. Thompson holeshot both starts and then steadily worked his way back as the race between Hubbard and Knowlton raged up front. Burnie rode a consistent two heats, but could not find a way around Reininger.

Jaime Killion and Jack Beckham captured the bulk of the cash in the two Expert clashes as each registered a first and a third overall in those divisions. Killion appeared to be headed for a sweep of the four Pro motos after Jerry Farmer crashed out of contention in both 250cc rounds while holding the lead. Killion took advantage of Farmer's miscue in moto number one and, with Beckham in tow, added a premier placing to that of his winning effort in the first heat of the 125cc class to go two up on the competition.

The second round of the small-bore battle didn't go as well for Killion as he fell twice in the same turn just past the table-top jump and could only muster a fifth place finish. This left him third at the pay window behind Beckham and Roddy Lewis.

In the final go-'round of the 250s, Killion once again assumed the lead after a Farmer foul-up and motored away, leaving Beckham and Farmer to squabble over the runner-up spot. Farmer was able to overtake and pass Beckham with two turns remaining, putting Beckham third in the night's standings.

Results

MINI MINI: 1. Rowdy Flanagan (Kaw); 2. John Schultz (Hon); 3. Mark Savoie (Kaw).
MINI BEG: 1. Scott Schuetz (Kaw); 2. Jesse Cortez (Kaw); 3. Danny Hill (Kaw).
MINI STK: 1. Steve Purrier (Kaw); 2. Jason Krempin (Kaw); 3. Steve Vickers (Kaw).
MINI JR: 1. Rowdy Flanagan (Kaw); 2. Billy Baldwin (Kaw); 3. Toby Bell (Kaw).
MINI SR: 1. Steve Purrier (Kaw); 2. Jason Krempin (Kaw); 3. Jerry Gibson (Kaw).
125 BEG: 1. Matt Harlan (Hon); 2. Joe Willard (Kaw); 3. Richard D'Arcy (Yam).
250 BEG: 1. Preston McDonald (Yam); 2. Tom Grantham (Hon); 3. Eric Hoy (Suz).
125 NOV: 1. Jason Aicher (Kaw); 2. Mike Harlan (Hon); 3. Ralph Garay (Hon).
250 NOV: 1. Weldon Hubbard (Yam); 2. Sam Knowlton (Yam); 3. Larry Reininger (Kaw).
OPEN NOV: 1. Hunter Carothers (Yam); 2. Jimmy Kollman (Yam); 3. Ronnie Taylor (Hon).
125 INT: 1. Randy Greenhill (Kaw); 2. Scott Renick (Kaw); 3. Jeff Mills (Yam).
250 INT: 1. Donald Krock (Kaw); 2. David DePrato (Yam); 3. Mike Cox (Kaw).
125 STK: 1. Bert Raglin (Hon); 2. Randy Greenhill (Kaw); 3. Robert Tiemann (Hon).
OVER 30: 1. Mike Farmer (Yam); 2. Tim McCaskill (Yam); 3. Lester Munson (Yam).
VET: 1. Tom Vickers (Kaw); 2. Smokey Joe (Yam); 3. Lloyd Longmire (Hon).
125 EX: 1. Jack Beckham (Kaw); 2. Roddy Lewis (Kaw); 3. Jaime Killion (Suz).
250 EX: 1. Jaime Killion (Suz); 2. Jerry Farmer (Yam); 3. Jack Beckham (Kaw).

Motorcycle Olympics for police and firemen

By Bill Spencer

HOLLISTER, CA, AUG. 7-8

Participants from 40 countries came to the first-ever Olympics for police and fire personnel, competition that included both motocross and cross country. Held at the upper ranch of Hollister Hills over two days, action was great with Kevin Henry taking home two Gold medals for wins in the 250cc Senior motocross and the overall cross country victory.

Utilizing much of the Trans-Cal and Golden State motocross track, over 150 competitors tore up lots of laps with lots of help from local fire department water trucks. Alan Smith of the Anaheim (California) Fire Dept. led out the 250cc class for all ages with a great outside line, followed closely by Kevin Steele of the Clark County, Nevada Fire Dept. On lap four, the closeness became eight seconds with Steele trying the catch-up game; it was not quite enough at the checkered. In the second round Smith and Steele swapped the point until the third lap when Steele set sail and won. Smith held second easily while Ken Ratzloff of the El Monte, California Fire Dept. took third in the round but had to settle for a fourth place medal as Steve Williams of the California Dept. of Corrections came off the hill for third with a combined 3-4 count on his Honda. Fifth overall went to Jim DeLucchi of the Scott's Valley Fire Dept. with a 5-5 count in a spirited contest with Bill Cooley and Bart Carrigan, all regular competitors of late from the local area.

In the Seniors motocross, Kevin Henry, the guy who designed this year's Dirt Diggers North Hangtown National, won both motos over Randy Lewis in good action. With a 30-yard gate on his KTM, Henry led all laps but in close action as traffic played a part with Lewis ever-present. Veteran marathoner Rory Muscatell rode his Honda to a pair of thirds and a medal for the Santa Clara Fire Dept. while Charlie Beck of the Los Angeles Police Dept. kept the police guys in mind for fourths over Keith Little of the San Jose Police Dept.

In the Master's, (or old man's race), it was a thriller between Gordy Ochs and Russ Robinson for the overall. Robinson led out the 15-man show for the Garden Grove Fire Dept. while Ochs held second around the first lap riding out of the Seattle Fire Dept. On the second lap Ochs took over, and, as he has done for much of the year in the Sierra Old Timer's Nationals, led it big time, that is, until he crashed big time and Robinson took the checkers ably waved by Charlie Gluck of the San Jose Fire Dept.

In the second round, Jack Coulombe, who is also the D-36 Steward, holeshot the crew and got to lead a few corners until Ochs rocketed on by for the win with Robinson in tow for second. Walt Feyling caught and passed Coulombe for third for the San Francisco Airport Fire Dept. with Coulombe finishing fourth for the Fairoaks Fire Dept. over John Mittendorf of the Los Angeles Fire Dept., who was the organizing head of the 1983 event.

Seniors of the Open class had a good set of rounds with Jerry DeKay and Tom Winkleman beating hard on each other around the first lap. DeKay topped Alan Kent's KX with Kent leading the early laps of the second round only to get chased down by DeKay's Maico; a late charge by Kent took the win and the overall. DeKay took second with the other score of 1-2 while Winkleman had the bronze with a 3-4 over Dave Goebel and Greg Newland.

In the four-stroke class it was Doug Cave of the Fullerton Police Dept. leading young Tai Wilson for a few corners, but the Union City firefighter made his way around for wins in both motos for that class win while Alan Kent topped the Seniors with his KTM over Muscatell's Honda.

The second day of action was an eight-mile cross-country that didn't get started too early, which was a built-in deal by Bill Garinger, coordinator, after a BBQ and beach-blanket Babylon. AMA Congressman Jim Hutzler handled the referee chores and helped get things rolling in the right direction.

The first race was for the young 250cc class and the old and little bikes. Alan Smith came around leading the lap in about a 13-minute do after Tai Wilson led 65 guys out of camp. Steve Williams had second with Wilson over Dean Howard. Curt Biro, one of the regular MX guys around these parts was fifth for the Dublin/San Ramon Fire Dept., with Rob Mihovich of the Milpitas Fire sixth on a San Jose KTM over Andy Key, Mike Stedman and Randy Lewis.

Smith's CR250 kept up the blistering pace throughout with Williams maintaining about one-minute in arrears with Wilson still third and over a minute in front of Howard and Lewis moving up to fifth. It was a two-minute lead for lap four with Wilson only about 30 seconds behind Williams and Howard and Lewis just through before the checkers as the only five to make the fifth lap. Biro and Rob Mihovich raced through the checkers for a close finish, third and fourth in the class while Lewis took the 125cc class over Andy Key and John Stedman. Al Kent topped Don Heyfron for the 125cc Seniors with Hans Hey, all the way from Amsterdam and the Schipol Airport Fire Dept., third place.

The Seniors, Masters and Grand Masters on big bikes were the second show with Kent back in action about 10 seconds over Kevin Henry's KTM. Jerry DeKay and Grey Newland moved by Charlie Beck's Suzuki for second and third. On the start of the third lap it was Kent's KX up by 43 seconds on Henry with DeKay's Maico another 58 seconds behind. Newland's Husky was just in front of Winkleman with Beck now sixth over Keith Little.

Only four riders would get a chance at five laps and it was Henry in front by more than a minute with Kent troubled for the last two laps by a flat. He had three seconds on DeKay as they went through the check but had to settle for fourth as he just couldn't keep up the pace in the deep stuff. Henry came home the winner with a minute and 20 seconds over Newland, who made the pass on DeKay just in front of the finish. Kent took the fourth for the Costa Mesa Police Dept. with Ken Thatcher of the L.A.P.D. fifth. Walt Feyling made a good show for first Master on the So. City Cycles KTM, passing with regularity. Not so for his boss, Fire Captain Don Hall, an ex-TT scrambler who had to settle for second behind Noel Cobbs; but with hurt ribs from the motocross, Hall was a happy medal winner. •

Results

MOTOCROSS RESULTS

125 MX: 1. Randy Lewis (KTM) 1-1; 2. Andy Key (Suz) 2-2; 3. Greg Nordyke, 3-3.

125 SR: 1. Alan Kent (Kaw) 1-2; 2. Ken Ratzloff (Hon) 4-1; 3. Greg Green, 3-3.

125 MSTR: 1. Russ Robinson, 1-1; 2. Robert Kosovilka (Hon) 2-2; 3. Mike McManus, 3-3.

250 MX: 1. Kevin Steele, 2-1; 2. Alan Smith (Hon) 1-2; 3. Steve Williams (Hon) 3-4.

250 SR: 1. Kevin Henry (KTM) 1-1; 2. Randy Lewis (KTM) 2-2; 3. Rory Muscatell (Hon) 3-3.

250 MSTR: 1. Gordy Ochs (Hon) 2-1; 2. Russ Robinson, 1-2; 3. Walt Feyling (KTM) 4-3.

250 GRAND MSTR: 1. Noel Cobbs, 1-1; 2. James Weems, 2-2; 3. Art Rinard, 3-3.

OPEN CLASS: 1. Steve Williams (Hon) 1-1; 2. Mark Duval, 2-2; 3. Jim DeLucchi, 3-3.

OPEN SR: 1. Alan Kent (Kaw) 2-1; 2. Jarrold DeKay (Mai) 1-2; 3. Tom Winkleman, 3-4.

OPEN MSTR: 1. Gordon Ochs (Hon) 1-1; 2. Jack Coulombe (Hon) 2-2; 3. Robert Kosovilka (Hon) 4-3.

OPEN GRAND MSTR: 1. Ron Farmer, 1-1; 2. James Weems, 2-2; 3. Don Hall (Hus) 4-3.

4-STROKE: 1. Tai Wilson (Hon) 1-1; 2. Doug Cave (Hon) 2-2; 3. Curt Biro, 3-3.

4-STROKE SR: 1. Alan Kent, 2-1; 2. Rory Muscatell (Hon) 1-2; 3. James Young (Hon) 3-3.

4-STROKE MSTR: 1. Robert Kosovilka (Hon) 1-1; 2. Robert (Blur) Seekill, 2-2; 3. Art Rinard, 3-3.

EUROPEAN SCRAMBLES RESULTS

200: 1. Randy Lewis (KTM); 2. Andy Key (Suz); 3. John Stedman.

200 SR: 1. Alan Kent (Kaw); 2. Don Heyfron; 3. Hans Hey (KTM).

250: 1. Alan Smith (Hon); 2. Steve Williams (Hon); 3. Tai Wilson (Hon).

250 SR: 1. Kevin Henry (KTM); 2. Greg Newland (Hus); 3. Jerry DeKay (Mai).

250 MSTR: 1. Walt Feyling (KTM); 2. Russ Robinson; 3. John Mittendorf.

GRAND MSTR: 1. Noel Cobbs; 2. Don Hall.

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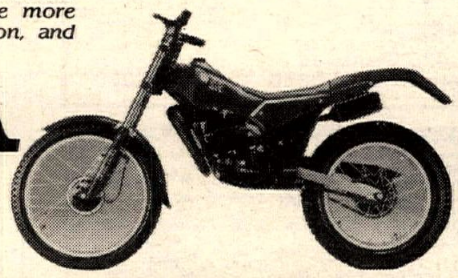

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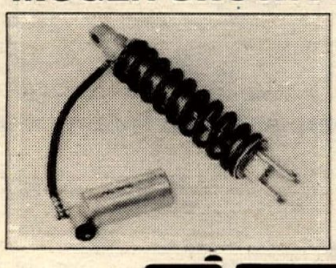

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SRA Schedule

Sep. 29 — CARLSBAD G.P.
Oct. 6 — HILLTOPPERS G.P.
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Speedway
September 13
Costa Mesa

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INTER-SHOWS

AFM Road Race Schedule

Sept. 22 — Willow Springs
Oct. 6 — Sears Point
Oct. 20 — Willow Springs

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WORLD SUPERCROSS FINALS
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calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

NATIONAL & WORLD CHAMPIONSHIPS

1985 AMA Camel Pro Series Schedule

9/15	San Jose, CA
9/21	Gardena, CA
9/29	Sacramento, CA

1985 AMA Superbike/ Pro-Am RR C'ship Series

*10/19-20	Daytona Beach, FL

*Pro Am Event

1985 AMA National Enduro Championship Schedule

9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

1985 AMA National Hare Scrambles Series Schedule

10/13	Sugar Grove, OH

AMA/Dragbike! National C'ship Series

9/14-15	Lancaster, NY
9/28-29*	Prescott, AR
10/6-7	Fremont, CA
10/13-14	Palmdale, CA
10/21	West Palm Beach, FL
10/27-28*	Atmore, AL
11/2-3	Houston, TX
11/16-17**	Gainesville, FL
11/30-12/1	Phoenix, AZ

* ⅛-mile track
**National C'ship Finals

National NHRA Drag Racing Championships

10/19-20	Pomona, CA

National Drag Racing Championships IDBA

9/14-15	TBA
10/12-13	Gulfport, MS
11/16-17	Birmingham, AL

1985 SCORE/ HDRA Off-Road Series

11/8-10	Baja 1000
12/6-8	Frontier 500

WERA/Wiseco National Endurance Series (RR)

9/14	Faulkville, GA (6 hr)
10/5	College Station, TX (8 hr)
11/9	Braselton, GA (6 hr)

World C'ship Endurance Road Race Series

9/14-15	France

World C'ship TT Road Race Series

9/28-29	West Germany

AMA/C'ship Cup Endurance Series

10/18	Daytona Beach, FL

World C'ship Motocross Series Sidecar

9/15	Italy

Rodil Trophy Supercross Series

10/5	Spain
11/9	Los Angeles

World C'ship Trials Series

9/15	West Germany

Other Major FIM Events

9/15	Indiv. Long Track C'ship Finals Korskro, Denmark
9/29	Trial des Nations Canzo, Italy
9/30-10/6	ISDE La Molina, Spain

September 11

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

September 12

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 ¼ mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

September 13

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

CALIFORNIA SMOOTH SCRAMBLES
PAL Racetrack, Santa Clara, CA. Hwy 237 and Great America Parkway. Gates open 5 pm, wheel pack 5:30-6:30, prac 7, race 8. R&D Ent. Info 408/449-7367.

AMA CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 E Morse Rd, Lodi; 1 mile east of Hwy 99 off East Frontage Road. Between Lodi and Stockton. Signup 4:30-6 pm, practice 6, race 8. Info 209/368-7182 or 931-3722.

September 14

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of US E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133. CANCELLED

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

WASHINGTON MOTOCROSS
Thurston Co. ORV Park, 15 miles west of Olympia, WA. Gates open 7 am, prac 9, race 10. Info 206/475-8695 or 565-1659.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles NW of Ft. Worth. Prac 6:30 pm, heat races 7:30. Info 817/284-1766 or 433-5587.

WASHINGTON MOTOCROSS
Washougal National MX Track, Washougal, WA. 27 miles NE of Portland, OR. Take WA Hwy 14 east to Hwy 140 left, go 6 3/4 miles, left on Hughes, 1 mile to Borin, right 1 ½ miles to track. Gates open 7 am, prac 8:30, race 10. Info 206/892-5441.

September 14-15

CALIFORNIA TRANS-CAL SERIES
Huron Cycle Park, Huron, CA. 2nd race of 7 race series. Info 714/261-6116.

ARIZONA ROAD RACE
Phoenix, AZ. Firebird Raceway. PRRA. Info 602/993-5384.

TEXAS ENDURANCE/SPRINT RACES
Green Valley Raceway, N. Richland Hills, TX. Endurance race Sat., Nat'l Sprint Races Sun. WERA. Info 803/784-3105.

September 15

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy. 60 to Theodore exit. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. Gate opens 8 am, prac 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Moiser Valley Rd., west to Jimision Lane. Midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi.

south of town to San Jacinto River. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/ 756-4114 or 273-2336

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. Gate opens 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/ 261-6116.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

OREGON MOTOCROSS
Mt. View Raceway, 38960 S.E. Rude Rd., Sandy, OR. Gates open 7 am, prac 8:30, race 10. Info 503/668-9409.

CRC CALIFORNIA GP
Perris Raceway, Perris, CA. Hwy 74, 3 miles west of Perris, north on Ellis Rd. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
Spillway Park, Santa Maria, CA. 101 north to Santa Maria off on Broadway, 1st left to park. Info 805/489-1114.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail at Redding Airport. Gates open 6:30 am, prac 8, race 9. Info 916/223-5600 or 714/539-7040.

BRA SOUTH DAKOTA MOTOCROSS
Custer Motocross Track, Custer, SD. Gates open 9 am, prac 10, race 11. Info 605/923-1040.

CALIFORNIA FAMILY ENDURO
Cactus Flats, Big Bear, CA. Hwy 18 near Baldwin Lake. 8 am key time. Checkpoint M/C. Info 714/643-9108.

OREGON SWAPMEET
Expo Center, Marine Drive, Portland, OR. 10 am-6 pm. Info 503/ 257-8807.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. West end of Dimond Blvd. off Jodphur Rd. Gates open 8 am, prac 10, race 11. Alaska M/C Racing Assn. Info 907/ 344-8229.

CALIFORNIA DESERT RACE
Hodge Rd. offramp of I-15, 18 miles north of Victorville. Pre-run Sat, Sun race 8-11 am. ARA. Info 714/658-5941.

September 17

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

September 18

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

September 19

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 ¼ mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

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NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

COLORADO SUPERCROSS
Greeley, CO, Island Grove Park. Gates open/signup 2 pm, practice 4, 6. S.R.A.C. Info 303/433-0508.

September 21

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133.

CANCELLED

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

WASHINGTON MOTOCROSS
Washougal National MX Track, Washougal, WA. 27 miles NE of Portland, OR. Take WA Hwy 14 east to Hwy 140, go left 6 ¾ miles. Left on Hughes, 1 miles to Borin, right 1 ½ miles to track. Gates open 7 am, prac 8:30, race 10. Info 206/892-5441.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to track. 25 miles NW of Ft. Worth. Prac 6:30 pm, races 7:30. Info 817/284-1766 or 433-5587.

September 20-22

CALIFORNIA BAJA EXPEDITION
Leaves from Ensenada. Ride south to Mikes Sky Ranch and San Quintin and back to Ensenada. For more info write or call Adventure Treaks, Inc. 26445 Sandy Ck., El Toro, CA 92630. 714/859-1207.

September 21-22

CALIFORNIA ROAD RALLY
Lawndale, CA. Touring Touch, 15711 Unit A-4 Condon Ave. Sign in 7-9 am. Info 213/318-2279.

September 22

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/ 261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. Gate 7:30 am, race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right past bridge. Gate 7 am, Nov prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex prac 1 pm, race 1:30. Info 817/295-8908, 295-1760.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. Nov 9 am, Int/Ex 1:30 pm. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
Swan Motocross Raceway, Tyler, TX. Exit 69 S. from I-20 2 miles to CR 471, right 2 miles and turn left. Follow signs. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

AMA/D-37 CALIFORNIA HARE AND HOUND
Searles Station Area off Hwy 395 at Serles Station Rd. North of Johannesburg, south of Ridgecrest. Limed and arrows from Trona Rd. and Randsburg Rd. 9 am timed start. Riders every 30 seconds. Shamrock M/C. Info 818/366-07151.

TEXAS MOTOCROSS
Oak Hill Motocross Track, Alvord, TX. 9:30 am. Info 817/265-9596.

CALIFORNIA POKER RUN
Touring Wings, San Gabriel, CA. Info 818/963-0708.

OREGON MOTOCROSS
Mt. View Raceway, Sandy, OR. 38960 S.E. Rude Rd. Gates open 7 am, prac 8:30, race 10. Info 503/ 668-9409.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy 60, take Theadore exit. Gates open 7, prac 8:30, race 9. Info 213/830-7519.

CALIFORNIA SIERRA SERIES
Eel River MX Track, Eureka, CA. 1st race of 3 race series. Gates open 7 am, prac 8, first race 9. Info 707/733-5569.

CMC CALIFORNIA MOTOCROSS
Laguna Seca Raceway, Hwy 68 between Monterey and Salinas, CA. Prac 8:30 am, race 9:30. Info 408/394-8225.

BRA SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 to Sturgis exit #30, track along side of Interstate. Gates open 9 am, prac 10, race 11. Info 605/923-1040.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Under the "E" street bridge. Go over levee on Shad Rd., one block W. of Honda of Marysville. Prac 7:30 am, race 9:30. Info 916/695-2727.

CALIFORNIA OBESRVED TRIALS
San Gabriel Canyon OHV Park, 210 Frwy to Azusa Ave., north to OHV entrance. Sign-up 8 am, start 9:30. Plonkers/ATA. Info 213/947-5752 or 927-4711.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. West end of Dimond Blvd. off of Jodphur Rd. Gates open 8 am, prac 10, race 11. Alaska Motorcycle Racing Assn. Info 907/344-8229.

CALIFORNIA FAMILY ENDURO
Lucerne Valley CA. Key time 8 am. FRA. Info 714/777-2969.

CALIFORNIA ROAD RACE
Willow Springs Raceway. AFM. Info 213/864-0704.

NEVADA MOTOCROSS
Las Vegas Motocross Park. Gates open 6 am, sign up 7, practice 8, race 9. Info 702/564-2677.

September 23

AMA D-37 BARSTOW GP
1st Annual Barstow GP, entries open today. Prospectors M/C. Info 714/633-8679.

September 24

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

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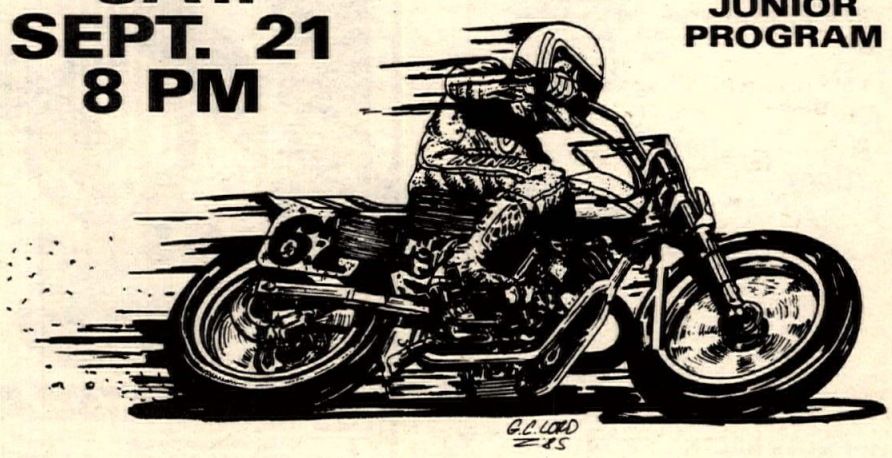

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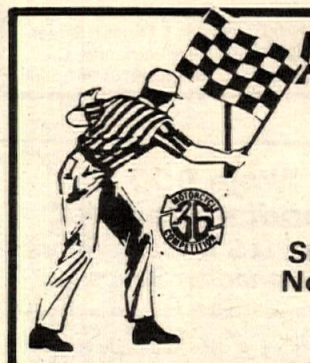

AMA Pro Short Track
$1500 PURSE
Friday Night — Sept. 13
Sign-up 4:30 to 6:00 First Race 8:00 p.m.
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FRA CHUCKWAGON FAMILY ENDURO
Sept. 22
FREE BBQ Saturday Night
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SMX Schedule

Sat.	Sept. 14	Perris
Sun.	Sept. 15	DeAnza
Sat.	Sept. 21	Perris
Sat.	Sept. 28	Perris

INFO (714) 831-3482

CRC RACE SCHEDULE
ATV Classes At All Events

Sep. 15 — OUTLAW GP Perris Raceway	Sep. 22 — MOTOCROSS DeAnza Cycle Park
Sep. 15 — MOTOCROSS Spillway Park (CRC Sanction)	Sep. 29 — MOTOCROSS L.A. Raceway

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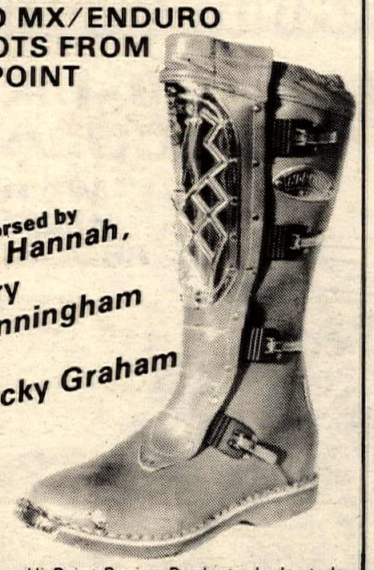

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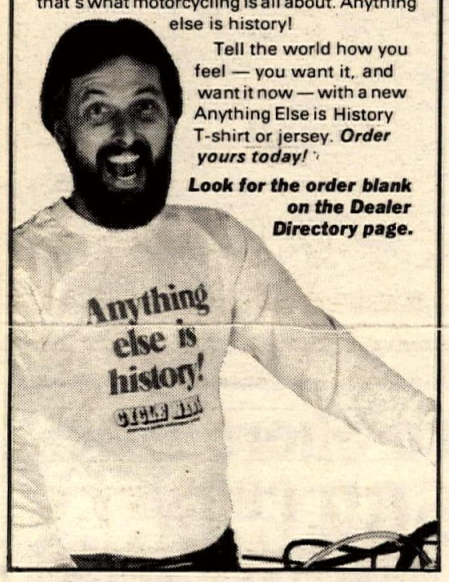

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September 25

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

September 26

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 ¼ mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

September 27

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

CALIFORNIA SMOOTH SCRAMBLES
PAL Racetrack, Santa Clara, CA. Hwy 237 and Great America Parkway. Gates open 5 pm, wheel pack 5:30-6:30, prac 7, race 8. R&D Ent. Info 408/449-7367.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. Gates open 5:30 pm, prac 6:30 races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

CALIFORNIA TT
Airport Raceway, northwest corner of airport, corner of Scranton and West Rd. Gates open 5 pm, prac 6-7, rce 7:30. Porterville Spinners. Info 209/781-6341.

September 28

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 5 pm, prac 6, races 8. Info 817/488-9133. CANCELLED

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 then to track. 25 miles NW of Ft. Worth. Prac 6:30 pm, race 7:30. Info 817/284-1766 or 433-5587.

WASHINGTON MOTOCROSS
Thurston County ORV Park, 15 miles west of Olympia, WA. Gates open 7 am, prac 9, racing 10. Info 206/475-8695 or 565-1659.

September 28-29

CALIFORNIA TRANS-CAL SERIES
Sandhill Ranch, Brentwood, CA. 3rd race of 7 race series. Info 714/261-6116.

AMA/D-37 DESERT CLEAN-UP
Lucerne Valley at Andrson Dry Lake limed from Y Cafe. Clean up Sat. 8 am.-4pm, race Sun. 9am-2pm. Info 619/724-9258.

September 29

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

ARIZONA CANYON MX
Canyon Raceway, 1 ½ mi. west of 99th Ave & Carefree Hwy., Phoenix, AZ. Info 602/934-5027 or 583-0575 (Tom).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. Prac. 8 am, race 10. Int/Ex race 1 pm. Info 712/756-4114 or 273-2336.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Moiser Valley Rd., west to Jimision Lane. Midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813 .

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. 95 north from Bastrop for 4 miles, then East on FM 1441 for 2 ½ miles. Track on right side of Hwy. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond, CA. 600cc Superbike only. Gates open 8 am. ARRA/NASCAR. Info 805/966-5700.

CALIFORNIA WOMEN'S MX NAT'LS
Sunrise Cycle Park, Adelanto, CA. On Hwy 359, 7 miles west of Victorville. Gates open 6 am, prac 8, race 9. Info 818/798-6118.

CALIFORNIA POKER RUN
Sign-in at Vista M/C Tire and Wheel. 115-G, Santa Fe Ave., Vista, CA. Sign-in 8-10am. AMA/D-37. Info 619/724-9258.

OREGON ROAD RACE
Oregon M/C Road Racing Assoc. Info 503/649-0180.

WASHINGTON MOTOCROSS
Washougal Nat'l Track, Washougal, WA. 27 miles NE of Portland, OR. Take WA Hwy 14 east to Hwy 140 and go left 6 ¾ miles to Hughes. Go left 1 mile to Borin and go right 1 ½ miles to track. Gates open 7 am, prac 8:30, race 10. AMA. Info 206/892-5441.

BRA CHAMPIONSHIP MOTOCROSS
Location to be announced. Gates open 9 am, prac 10, race 11. Info 602/923-1040.

CRC CALIFORNIA MOTOCROSS
Los Angeles Raceway I-15 north to Hwy 138 thru Pearblossom and Littlerock. Right turn on Ave. T to track, 1 mile.Gates and sign-in 7 am, prac 8, race 9:30. Info 313/830-7519.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. Info 415/634-3328 or 634-9596.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail at Redding Airport. Gates open 6:30 am, prac 8, race 9. Info 916/223-5600 or 714/539-7040.

SRA CALIFORNIA GP
Carlsbad Raceway, Carlsbad CA. I-5 to Palomar Airport Rd., east 3 miles to raceway. ATV/Ody prac am, race am. 0-200 Sr-Vets prac pm, race pm. Info 714/828-1358.

CALIFORNIA STREET ENDURO
Castaic Lake, CA. I-5 to Lake Hughes Rd., ¼ mile east to Castaic Recreation Ctr. Start time 9 am. C.M.R. Info 213/372-8175.

CALIFORNIA MOTOCROSS
Lake Isabella, CA. Sign up 7 am, prac 8 race 9. AMA D-37/Dirt Diggers M/C. Info 619/378-4285 or 213/532-2022.

CALIFORNIA D-36 HARE SCRAMBLES
Fieldbrook, CA, approx 12 miles north of Eureka. Hwy 101 to Murray Rd., right to RR grade north. Arrowed from freeway exit. Sign up starts 7:30 am, races start 10. Far West M/C. Info 707/668-5554.

October 1

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

October 2

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

October 3

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 ¼ mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

October 4

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 5

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. CANCELLED

Gates open 4 pm, prac 6, races 8. Info 817/488-9133.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, case Verde Way off Hwy 1, Monterey, CA. Gates open 2 pm, prac. 3:30, race 5. R&D Ent. Info 408/449-7367.

NEBRASKA TOY RUN
Starts across from Peony Park, 81st and Cass, Omaha, NB. 12-3 pm. ABATE. Info 712/347-5307.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles N.W. of Ft. Worth. Prac 6:30, race 7:30. Info 817/284-1766 or 433-5587.

WORLD SUPERCROSS FINALS
Barcelona, Spain. Info 818/787-3497 or 714/760-0169.

October5-6

CALIFORNIA ROAD RACE
Willow Springs Raceway, Rosamond, CA. ARRA. Info 805/966-5700.

CMC CALIFORNIA TRANS-CAL SERIES
Sunrise Cycle Park, Adelanto, CA. Info 714/261-6116. CANCELLED

October 6

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy. 60 to Theodore exit. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. Split schedule. Prac 8 am, race 10. Int/Ex race 1 p.m. Info 712/756-4114 or 273-2336.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Sign up closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. Gate 8 am, prac. 9:30, race 11. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Moiser Valley Rd., west to Jimision Lane. Midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1 ½ & watch for signs. Nov sign up 7 am, prac 8, race 9. Int/Ex sign up noon, race 1:30. Info 512/ 443-7627, 327-5254.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. 95 north from Bastrop for 4 miles, then East on FM 1441 for 2 ½ miles. Track on right side of Hwy. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CRC CALIFORNIA MOTOCROSS
Perris Raceway. Hwy 74, 3 miles west of Perris. North on Ellis Rd. Gates open 7 am, practice 8, race 9:30. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. Info 415/634-3328.

CALIFORNIA ROAD RACE
Sears Point Raceway. AFM. Info 213/0704.

CMC CALIFORNIA MX
Redding CA. East of I-5 off Rancho Rd. and Airport Rd. end of Old Oregon Trail, at Redding Airport. Gates open 6:30 am, prac 8, race 9. Info 916/243-6019.

CALIFORNIA GRAND PRIX
Rosarito Beach, Baja CA, Mexico. Hilltoppers M/C. Info 213/428-4971 or 714/898-4557.

CALIFORNIA TT
Airport Raceway, Porterville CA. Northwest corner of airport corner of Scranton & West Rd. Gates open 9 am, prac 10-11, race 12. Porterville Spinners M/C. Info 209/781-6341.

AMA D-36 ENDURO
Approx 30 miles east of Redding past Oak Run CA. Redding Dirt Riders. Info 916/244-2387 or 223-3978.

AMA OREGON MOTOCROSS
Mt. View Raceway, 38960 S.E. Rude Rd., Sandy OR. Gates open 7 am, prac 8:30, races start 10. Info 503/668-9409.

AMA D-37 CALIFORNIA ENDURO
Fremont Valley, CA. Training Wheels M/C. Info 213/320-0407 or 213/546-1887.

TEXAS MOTOCROSS
Swan MX Track, Tyler TX. Info 817/265-9596.

October 8

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

October 9

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

October 10

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 ¼ mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

October 11

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 12

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Coliseum, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133. CANCELLED

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey CA. Casa Verde Way off Hwy 1. Gates open 2 pm, prac 3:30, race 5. R&D Ent. Info 408/449-7367.

TEXAS SHORT TRACK & TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to track. Prac 6:30 pm, races 7:30. AMA/Mike Kidd Promotions. Info 817/284-1766 or 433-5587.

CRC CALIFORNIA KIDURO
Barstow, CA. Sign up 12-1 pm, race 1:30. Info 714/689-6114.

AMA D-37 CALIFORNIA H&H
Starts Lucerne Valley CA, end Parker AZ. 33rd Annual Check Chase. Start 8 am. Checkers M/C. Info 818/576-0930.

OREGON MOTOCROSS
Mt. View Raceway, Sandy OR. 38960 S.E. Rude Rd. Gates open 7 am, prac 8:30, race 10. AMA. Info 503/668-9409.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Monterey CA. Hwy 1 to Casa Verde. AMA/R&D Ent. Info 408/449-7367.

October 12-13

CMC TRANS—CAL SERIES
Madera Fairgrounds, Fresno CA. Info 714/261-6116.

CALIFORNIA DRAGBIKE
Palmdale CA. Arias Pistons LA Natls. Info 619/292-4444.

October 13

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt. to track. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. Gate open 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX on I-35. S. from Ft. Worth to Hardgrove Ln., east 2 miles, turn right immed. past bridge. Gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
Swan Motocross Raceway, Tyler, TX. Exit 69 S. from I-20, 2 miles to CR 471, right 2 miles and turn left, follow signs. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

CMC CALIFORNIA MOTOCROSS
Eel River MX Track, Eureka, CA. Gates open 7 am, prac 8, first race 9. Info 707/733-5569.

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	130/90-18	$61.95
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CYCLE NEWS

Attention clubs and promoters! Get your event listed in the Cycle News Calendar section for free! Just fill out the Calendar listing form in this week's Calendar section completely and mail it in today to the attention of the Calendar editor. Make sure you include an information phone number too!

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CRC CALIFORNIA MOTOCROSS
DeAnza Cycle park, 10 miles east of Riverside on Hwy 60. Theadore exit. Info 213/830-7519.

CALIFORNIA VINTAGE DIRT BIKE RALLY
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vascro Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. Info 415/634-3328 or 634-6596.

CRC CALIFORNIA FAMILY ENDURO
Barstow, CA. 8 am start. Info 714/689-6114.

October 15

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

October 16

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

October 17

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 ¼ mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

October 18

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 18-19

CMC TRANS-CAL SERIES
Ascot Park, Gardena, CA. Info 714/261-6116.

October 19

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 9 am, prac 6, races 8. Info 817/488-9133.
CANCELLED

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALIFORNIA FLAT TRACK
Monterey County Fairgrounds, Casa Verde Way off Hwy 1, Monterey, CA. Gates open 2 pm, prac 3:30, race 5. R&D Ent. Info 408/449-7367.

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. Hwy 395, 2 miles N. of Adelanto. Info 213/830-7519.

CRC CALIFORNIA GP
Hungry Valley, CA. I-5 to Hungry Valley Rd. (25 miles N. of Magic Mountain). Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
Spillway Park, Santa Maria, CA. 101 N. to Santa Maria, Off on Broadway. 1st left to Park. Info 805/489-1114.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801. Calendar listings cannot be accepted over the phone; we must have a completed Calendar listing form. You may include an event flyer in addition to a Calendar listing form, but we accept no responsibility for errors unless a Calendar listing form is completed and submitted. Listings must arrive in our office by noon Thursday, for inclusion in the following week's Cycle News.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

_____

What time do gates open? _____

What time does practice start? _____

What time does racing start? _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Smooth Scrambles
Bolado Park
Hollister, CA
Aug. 17, 1985

(Continued from last week)

OT/VETS	
Allen Yarrow	Yam
Frank Nye	Yam
Michael Lane	Hon
600 PRO/AM	
Bryan McDowell	Rtx
Ken Netto	C-A
Dante Dambruoso	Hon

Eel River MX
Aug. 4, 1985

125 PRO	
Lance Burgess	
250 PRO	
Lance Burgess	
OPEN PRO	
Lance Burgess	
125 BEG	
Chris Basquez	
125 JR	
Mickey Crenshaw	
125 INT	
Donny Herron	
250 BEG	
Mike Casey	
250 JR	
Edsel Shepp	
VET	
Joe Shepp	
4-STK	
Greg Barts	
60 BEG	
Jason Hunsucker	
80 BEG	
Michael Stanton	
80 JR	
Gene Logan	
PEE WEE	
Jason Hewitt	

Southern States Championships Overall Points (Combined ST/TT)
Kennedale, TX
Aug. 16-17, 1985
By M. Orr

50	
Philip Thompson	40
Trey Glasco	32
Billy Kennedy	26
Johnny Wayne Haynie	11
80	
Clayton Hull	80
Tim Kay	48
Brandon Hancock	41
Greg Teague	27
Derick Whitener	22
March Burch	19
Mike Weedin	16
Roger Sedarat	16
Scott Williams	13
Troy Patterson	11
125	
Jack Surber	65
Mike Hale	40
Clay Carroll	29
Ed Meyer	25
Roger Sedarat	23
Bud Smith	20
Greg Teague	11
Mike Weedin	8
250	
Shane Jolly	60
Eddie Kaufman	42
Trace Polson	40
Kregg Bentley	33
Bobby Shaw	32
Chad McCracken	24
James Harris	20
Ray Doane	17
Darrell Reeves	13
Mike Hale	11
Allen Moriarty	11
Alan Powers	10
Joe Sancey	10
Ed Meyer	9
Tim Sanderson	8
Joe Mullins	7
Don Folbre	7
OPEN AM	
Eddie Kaufman	58
Jack Surber	42
Trace Polson	40
Darrell Reeves	32
David Thompson	26
Kirk Tyer	25
Mike Hale	22
Steve Miller	20
Mike Gallagher	20
Chad McCracken	18
Ricky Miller	11
James Harris	10
George Galdeen	10
Kerry Wood	10
Paul Mowrey	6
OPEN PRO	
Charlie Orr	76
Gary Kidd	40
Bobby Shaw	32
Brad Taylor	30
Alan Powers	26
Bubba Bentley	23
Shane Jolly	20
Mark Whitman	19
Shaun Stovall	16
Phil Darcy	16
Dodd Dyson	14
Robert Berry	13
Andy West	13
Kenny Tolbert	13
John Gladwill	11
Willie McCoy	8
Mark Blackstock	6
James Huddleston	4
Jimmy Tarleton	3

CMC Quail Canyon
Gorman, CA
Aug. 11, 1985
By John Bethea

60	
Lanny Turner	Kaw
Phil Richmond	Kaw
80 BEG	
Derek Natnig	Kaw
Robbie Dunham	Yam
Travis Musselman	Yam
80 JR	
Duane Benner	Hon
Mike Cox	Kaw
Rusty Somers	Kaw
80 INT	
Pat Wiede	Yam
Jason Jones	Yam
Randy Moody	Hon
125 BEG	
Don McLean	Kaw
Jeffrey Dinkin	Suz
Steve Vercher	Kaw
125 JR	
Chris Radzinski	Hon
Larry Turner	Hon
Jon James	Kaw
125 INT	
Curt Trimble	Hon
Jimmy Lewis	Kaw
B.J. Millspaugh	Kaw
125 PRO	
Doug O'Donnell	Kaw
Ron Turner	Cag
Jim Simons	Kaw
250 BEG	
Mark Baczdowski	Hon
Jerry Forde	Suz
Tim Tucker	Yam
250 JR	
Merle Hammer	Suz
Burt Ulmer	Yam
Skip Gilliam	Yam
250 INT	
Jim Huber	Hon
Gilbert Valdez	Suz
Loren Pochirowski	Hon
250 PRO	
Tracy Oswell	Hon
Mouse McCoy	Hon
Doug Gentry	Yam
500 BEG	
Mike Foster	Hon
Chris Wilinski	Hon
Tony Thompson	Mai
500 JR	
Rick Thompson	Mai
Mike Embry	Hon
Victor Triepki	ATK
500 INT	
Gregg Blechman	AXO
Roger Guard	Hon
Doug Taft	Yam
500 PRO	
Willy Simons	Hon
Ron Turner	Cag
Dan Berg	Hon
VET JR	
Mike Ishida	Mai
Reid Franke	Hon
Rich Hansen	C-A
VET INT	
Dave Haugh	Hon
Chris Stapleton	KTM
Jim Draves	Hon
VET MSTR	
Jon Miller	Yam
Jeff Harriott	Hon
Randy Lewis	KTM
OT INT	
Harold Waddell	Yam

South Texas Night Series Final Race
San Antonio, TX
Aug. 17, 1985
By Joe Milian

MINI MINI	
Rowdy Flanagan	Kaw
Michael Coker Jr.	Kaw
Scotty Weatherington	Hon
MINI BEG	
Danny Hill	Kaw
Ronnie Halloway	Kaw
Bryan Kosuda	Yam
MINI STK	
Steve Purrier	Kaw
Jason Krempin	Kaw
Joel Hebert	Yam
MINI JR	
Rowdy Flanagan	Kaw
John Schultz	Hon
Toby Steele	Yam
MINI SR	
Jason Krempin	Kaw
Steve Purrier	Kaw
Jerry Gibson	Kaw
125 BEG	
Matt Harlan	Hon
Albert Cantu	Kaw
Richard D'Arcy	Yam
250 BEG	
Robert Redding	Suz
Tom Grantham	Hon
Tony Galan	Hon
125 NOV	
Jason Aicher	Kaw
Clovis Cisneros	Yam
Mike Harlan	Hon
250 NOV	
Spurgeon Chapa	Kaw
Sam Knowlton	Yam
Stephen Hester	Hon
OPEN NOV	
Hunter Carothers	Yam
Ronnie Prado	Yam
Ronnie Taylor	Hon
125 INT	
Scott Brodnax	Yam
Randy Greenhill	Kaw
Edward McMillian	Hon
250 INT	
Kevin Horton	Hon
Jeff Burns	Hon
Eddie Gillette	Kaw
125 STK	
Randy Greenhill	Kaw
Robert Tiemann	Hon
Scott Renick	Kaw
OVER 30	
Tim McCaskill	Yam
Mike Farmer	Yam
Dale McCullough	Kaw
VET	
Smokey Joe	Yam
Joe Anderson	Hon
Lloyd Longmire	Hon
125 EX	
Roddy Lewis	Kaw
Jaime Killion	Suz
Keith Simmons	Hon
250 EX	
Jerry Farmer	Yam
Hunter Carothers	Yam
Jaime Killion	Suz

Ross Downs MX
Colleyville, TX
Aug. 23, 1985

MICRO MINI	
Chad Smith	Kaw
Shaun Lay	Kaw
Jamey Borden	Hon
MINI BEG	
Heath Gentry	Yam
Jeff Saiani	Kaw
Cory Witt	Kaw
MINI JR	
Chris Pechal	Kaw
Jim Clinebell	Kaw
Chad Smith	Suz
MINI SR	
Derek Hanson	Kaw
Derrick Sims	Kaw
Chris Samples	Yam
125 BEG	
Scotty Lagow	Kaw
Andy Gooden	Hon
Micah Vaughn	Kaw
250 BEG	
Steve McCombs	Yam
Jimmy Mason	Yam
Doug Cagle	Yam
125 NOV	
Anthony Dilulio	Yam
Darin Shirley	Hon
Casey Osborne	Yam
250 NOV	
Ted Davidson	Hon
Jack Holladay	Hon
Chad Clay	Hon
OPEN NOV	
Jack Yost	Kaw
COMB INT	
Scott Schambacher	Yam
Andy Embry	Kaw
Greg Denison	Hon
OVER 30	
Charlie Galubenski	Hon
Ron Bandel	C-A
Billy Allen	Hon
COMB EX	
Dennis Hawthorne	Kaw
Terry Tinney	Suz
Kris Fagala	Hon

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We're seeking a self motivated individual to fill a technical advisor position. Position requires extensive overnight field travel, assisting our dealers with their service needs. To qualify you must be a strong communicator, like to help people, and have a strong technical background and service management experience. Suzuki knowledge is preferred but not required. We offer an attractive starting salary, company van, expense account, thorough training program and other excellent benefits. Applicants are encouraged to apply for future openings in other territories around the country. PRESENT AREA OPENING IS FOR THE PACIFIC NORTHWEST. Resumes should include a personally hand written cover letter. Please reply to US Suzuki Motor Corp., P.O. Box 1100, Brea, CA 92621-1100, Attn: Personnel Dept. NO PHONE CALLS PLEASE. (336/37NWX)

Service Manager
L.A. area Honda dealer has opening for experienced service manager. Must be knowledgeable of Honda products and procedures. Qualified individual may arrange for interview. Call Wayne at Town and Country Honda, 4460 E. Gage Ave., Bell, CA 90201. (213) 773-2164. (234/37)

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Located in Bozeman, Montana, heartland of the northern Rockies. Terrific business opportunity in a high growth industry. Franchise includes inventory and equipment for accelerated start-up and operation. For more information call or write: Paul Brodt, Western National Bank of Bozeman, Box 1926, Bozeman, MT 59715, (406) 587-1231. (234/36)

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So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (201TFN)

MX PRODUCT: For promotion/distribution. Sales minimum half million to one million dollars yearly. Investment can be tax sheltered. Cycle News East, Div. A, P.O. Box 805, Tucker, GA 30085-0805. (135/36NEX)

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High quality motorcycle lubricant manufacturer desires aggressive distributors for exclusive line of high quality motorcycle oils and lubricants. Prime territories are now available in New Mexico, Nevada and Texas, with other locations considered. Direct inquiries to: Dept. CD, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (235/38NWX)

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Brand new, 1000 miles, 3 year warranty. Must sell, $3200/OBO. (818) 247-5236. (336/37)

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We have developed a simple upper engine mount for the water cooled Husky 500. Not a 100% cure, but it helps. No welding. $29.95 plus 2 of your head bolts. Send certified funds, not your head bolts. Bruce Dalton, Rt. 2 Box 273, Minatare, Nebraska, 69356. Evenings, (308) 783-2913. (336/38)

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$1100/OBO. Excellent condition, Steve, work, (213) 479-7733. (336)

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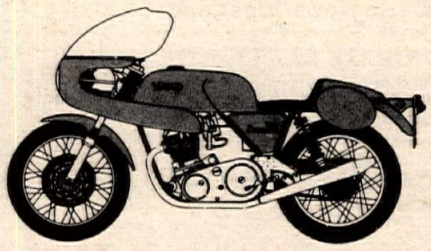

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FLH two-tone red classic with matching sidecar. Light bars on both plus extra chrome. Sell together or apart. Asking $6,800 or sidecar for $1,900. Will deal or talk trade. Must sell. After 6:30 p.m., (904) 862-1921. (136NEX)

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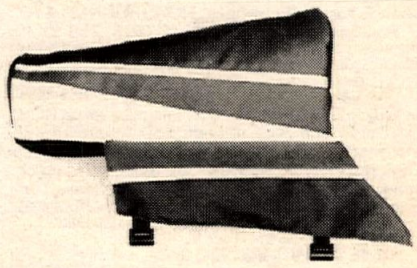
Genuine factory racer, your choice of 600, 700 or 750cc motor. Dry clutch, 16" or 18" front wheel, superbly prepared. Dave Roper at (718) 624-7126 or (718) 596-0504. (335/36NE)



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Soft luggage in solid colors or graphic designs for the solo sport rider. RK ACCESSORIES, P.O. BOX 1006, WINDSOR, CA, 95492. (136/43NX)

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Professionally maintained. Extremely clean and tight. New rubber, new top end. Bike has not been raced or had cylinder bored. $1800. Tom, (213) 429-2724. Evenings, after 4 p.m. (136)

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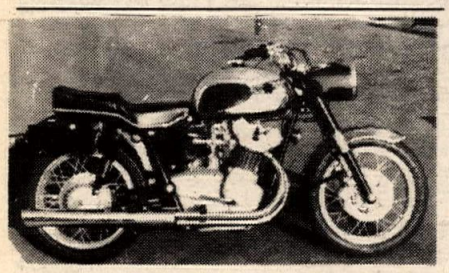

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Ohlins, Renthals, many extras. Professionally maintained. $1600. Also 14' enclosed trailer, used by KSI at races. Interior light, trick wheels. Call Dan Paulson, (714) 676-2451. (334/36)

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New condition, dealer owned and maintained. Never raced. Over $800 in spares. Delivery negotiable. $2000/OBO, will trade for '79 or '80 CBX. Ask for Alan, (512) 993-6236. (234/TFN/NWX)

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Mint condition, well maintained. New tires. Must see. Call Gary, office: (213) 639-9130, home: (213) 823-6386. $1300/OBO. (134/36)

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Ready to race at Brainerd. (918) 227-2215. (332/39NE)

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Serving southern Oregon. Sales — Service — Parts. 1985 250 CR's, XC, WRX. 322 SE Sykes, Roseburg, Oregon. (503) 673-3205. (135/36)

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Course fee includes leathers, helmet, boots, gloves and Kerker equipped GPz Kawasaki. Riding seminar by Keith Code, a nd 40 miles on the track. Upcoming shcools: Sears Point — Advanced class, September 2nd. Laguna Seca — Advanced class, September 7th. Willow Springs, October 5th. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (206TFN)

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Cycle News cannot be responsible for illegible phone numbers. **Area Code/Phone No.**

Pro Cycle KTM Demo Bikes

1985 KTM 250MX, 8 hours on motor, Z pipe, Z porting and suspension, XC tank, $2500. 1984 KTM 125MX, Z pipe, suspension and motor, $1000. Contact PRO CYCLE, Orange County. (714) 524-5441. (232TFN)

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Excellent condition, $1275/OBO. David, (213) 941-5105. (336/37)

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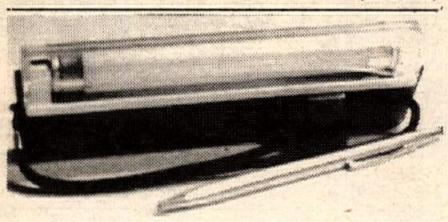

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Now you can have Works' performance and quality for less, with the new Steel Tracker gas emulsion shocks for street bikes. They're super durable bright cad plated, steel bodies version of our top-of-the-line Street Trackers. Some patented progressive valving — Same custom building to each bike — Same high quality — some tuning and rebuilding capability. Also available with the revolutionary ARS System. For all sport and touring twin-shock street bikes. Priced from $154 per pair. WORKS PERFORMANCE PRODUCTS, (818) 701-1010. (233/37NWX)

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A-1 condition, must see. Most dependable bike made. Call for details, must sell, $1550/OBO. After 6 p.m., (714) 627-4507. (134/36)

Kawasaki 600 Ninja's

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'85 Enclosed ATV Trailer

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$1200. Must sell fast. Call evenings, (714) 981-9102, or (714) 982-8081. (335/36)

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Both excellent condition. RM $600. KX, $800. Gear included. Also 1978 YZ80, $100. (714) 492-4036. (335/36)

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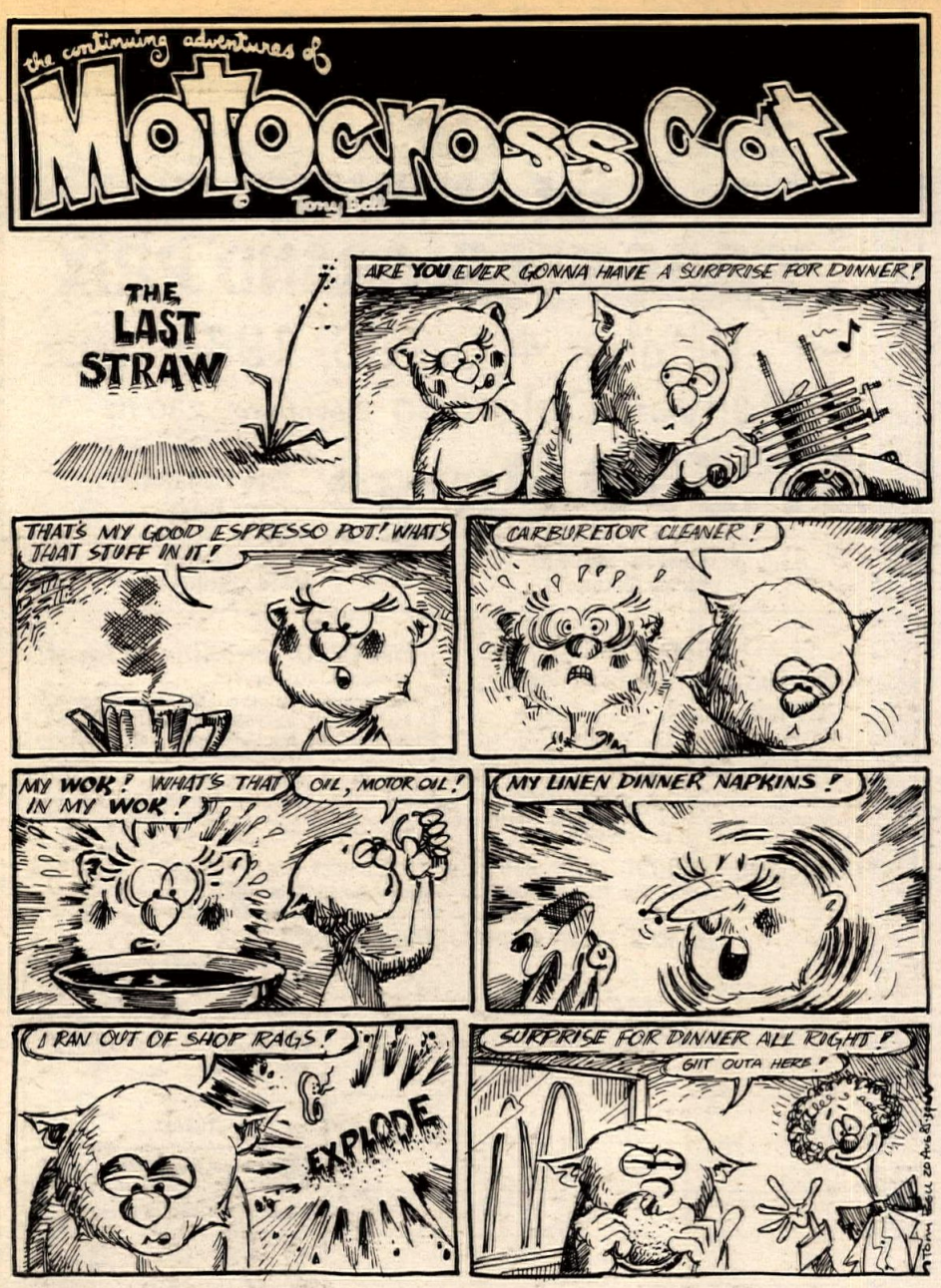

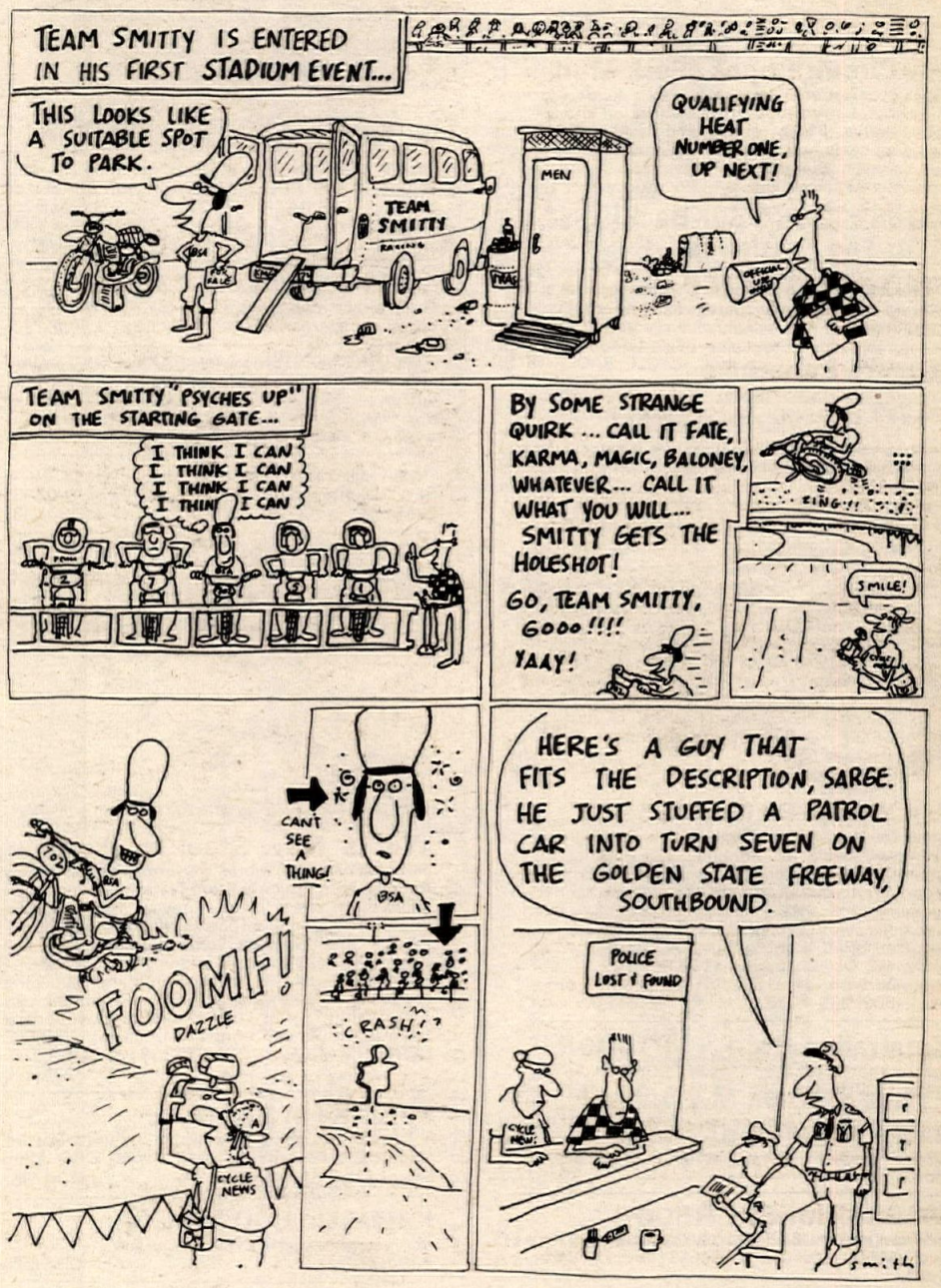

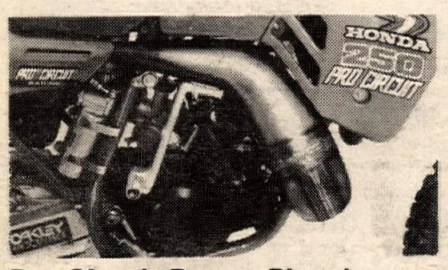

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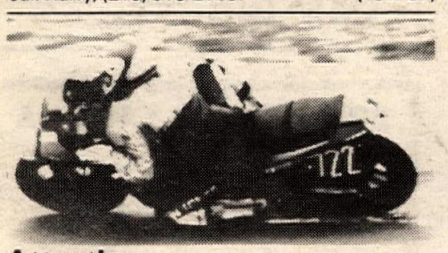

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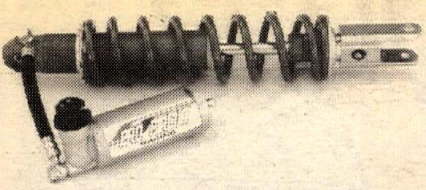

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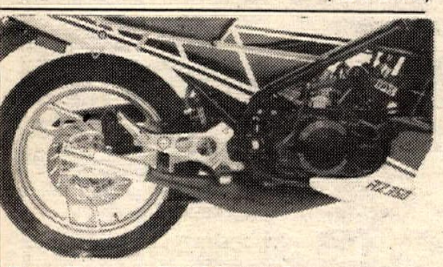

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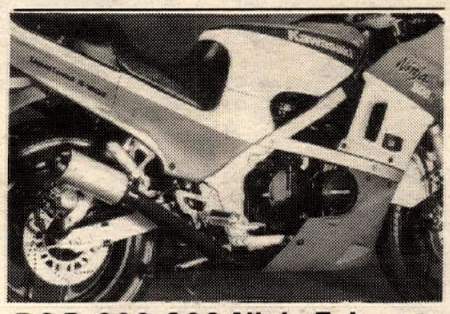

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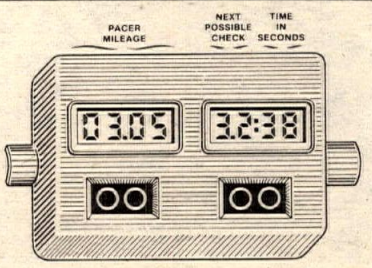

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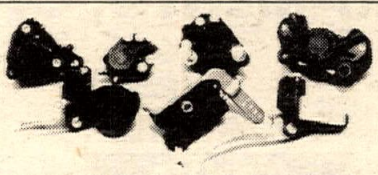

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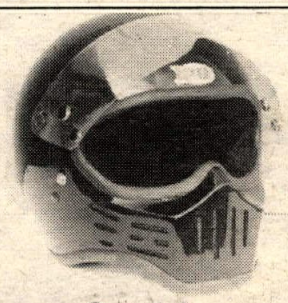

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DOT approved, 3 layers hand laminated fiberglass, black only sizes 7, 7⅛, 7½, 7⅝, 7¾. Helmet bags. Price special, $39.95. Japanese Parts Distributors, 2417 E. Main St., Visalia, CA 93277. (209) 734-0430, (209) 734-0457. (236NWX)

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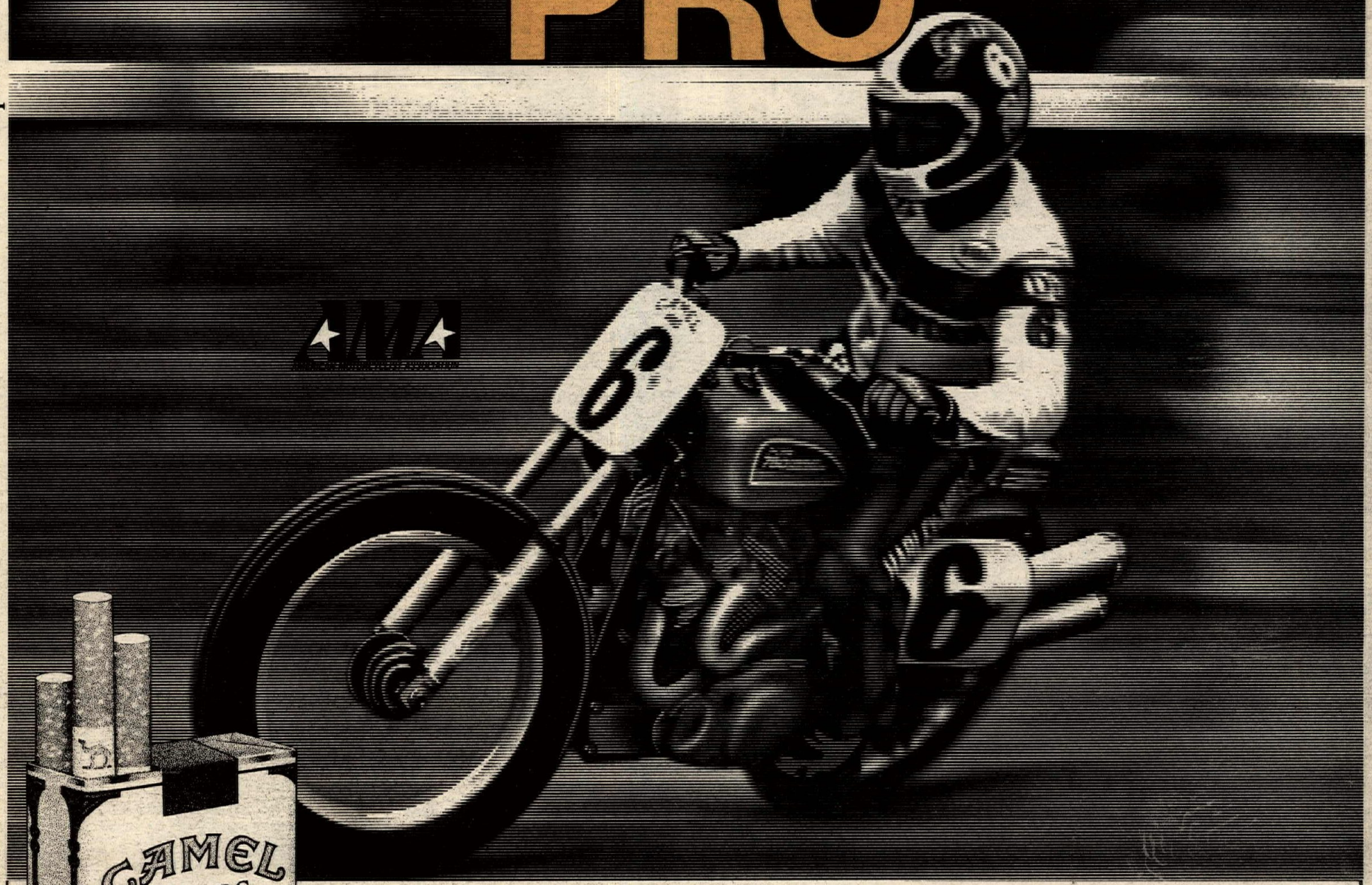
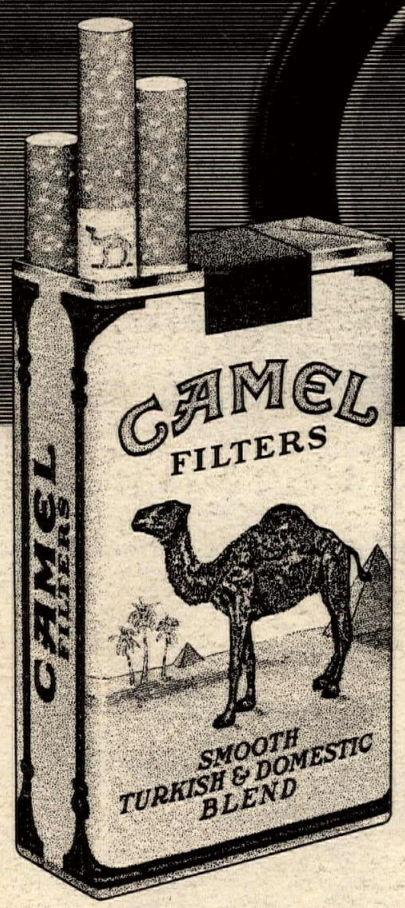
CAMEL PRO





SACRAMENTO STROH MILE

SUNDAY, SEPTEMBER 29, 1985

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